

CHAPTER 3.0



SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

SECTION 3.I

AESTHETICS

CHAPTER 3.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT WHICH CAN BE MITIGATED

3.1 Aesthetics

The information in this section has been summarized from a visual impact analysis of the proposed project included as Appendix E to this EIR.

3.1.1 Discussion of Existing Conditions Relating to Aesthetics

Visual Character

On Site

The proposed project site consists of vacant, vegetated mountains, with a variety of topography and defined peaks and ridges interspersed with valleys and drainages (Figures 3.1-1 through 3.1-3, Visual Overviews). The majority of the site is undeveloped and vegetated with very dense, old-growth chaparral. Disturbances on the site include an abandoned quarry site, an abandoned landing, two water storage tanks, and a variety of dirt trails and water lines. Figure 3.5-1 in Section 3.5 shows the existing land uses in the vicinity. The site contains a moderate to high degree of intactness, or unity, due to consistency of the undeveloped nature of the site and the defined peaks and ridges that form a coherent visual pattern of the Merriam Mountains.

Off Site

The existing visual character of Deer Springs Road is that of a heavily traveled two-lane roadway in a location with a mixture of land uses including rural residential, nursery, avocado groves, spa and a gas station. The existing roadway does not include manufactured slopes, noise walls, street lights, or curb and gutter.

Scenic Resources

Scenic resources on site consist of rock outcroppings, promontories, major peaks and ridgelines, major valleys, and mature oaks trees, as shown in Figures 3.1-1 through 3.1-3. The distinctive landscape components that leave a memorable visual impression for viewers include Deer Springs Ridge, mature oak trees in the southeastern corner of the site, Twin Peaks, Lusardi Mountain, Merriam Valley, Merriam Mountain, and the rock outcroppings that form the Crown of Rocks. Due to the variety of topography and the large number of memorable landscape components, the site has a high degree of vividness.

Vistas, Views, and Sensitive Viewers

Project Site

This section discusses vistas available from prominent onsite land forms as well as views of the project site from public and private off-site locations. Vistas from on-site landforms

Prominent vistas on the proposed project site are located at the major peaks and ridgelines, as shown on Figures 3.1-1 through 3.1-3. On clear days, these vistas afford distant views west to the Pacific Ocean and distant views northeast to snow-capped mountains in northern San Diego County in the winter.

Views of site from off-site public locations

Major public viewpoints into the project site include the following roadways: I-15, Deer Springs Road, Twin Oaks Valley Road, Mountain Meadow Road, North Centre City Parkway, and Champagne Boulevard.

In general, the interior of the project site is not visible from public viewpoints due to steep topography and tall peaks and ridgelines on the exterior of the site that limit views. Views of the project site from public viewpoints are summarized below and provided in detail in Appendix E to this EIR. The viewshed index map for four County-selected public viewpoints is provided on Figure 3.1-4, and views into the site from those points are depicted on Figure 3.1-5.

Interstate 15. Starting approximately 0.5 mile south of the project on I-15, long-range, long-duration views are available into the southern portion of the site, as shown on Figure 3.1-14, Visual Simulation A. Traveling south–north along I-15 north of the Deer Springs Road/I-15 interchange, limited views of the steep slopes immediately adjacent to the west side of I-15 are afforded to viewers. As shown on Figure 3.1-15, Visual Simulation B, a short-duration view into the interior of the project site is available adjacent to the major riparian canyon in the eastern portion of the site. Views into the interior of the project from this point are not available to northbound travelers and views for the southbound traveler are very brief, given the high speed of the average traveler along I-15 and given the small window between steep slopes through a narrow canyon that affords a minimal view into the site. It should be noted that the northbound lane of I-15 is approximately 20 feet lower than the southbound lane and, therefore, has less visibility than the southbound lane. Continuing north approximately 0.5 mile from the site along I-15, views of the site are not available due to steep intervening topography. A number of mobile viewers have views of the site from this stretch of I-15.

North Centre City Parkway. North Centre City Parkway is the access road that runs parallel to the eastern side of I-15, south of Deer Springs Road. Views from this roadway are similar to those described for I-15 south of Deer Springs Road.

Champagne Boulevard. Champagne Boulevard is the access road that runs parallel to the eastern side of I-15, north of Deer Springs Road. Views from this roadway are similar to those described for I-15 north of Deer Springs Road.

Mountain Meadow Road. Starting approximately 0.5 mile east of I-15, westbound travelers along Mountain Meadow Road are afforded long-duration, long-range views of the tallest peaks in the southernmost portion of the site. Near the immediate vicinity of the intersection of Mountain Meadow Road/I-15, westbound travelers on Mountain Meadow Road are afforded short-range, long-duration views of the majority of the southern portion of the site.

Deer Springs Road. Starting at the intersection of Deer Springs Road/I-15, travelers are afforded short-range, medium-duration views into the immediate southern portion of the site. Traveling east–west along Deer Springs Road, views of the project site are limited to the immediate steep slopes along the southern border of the site. At the intersection of Deer Springs Road/Twin Oaks Valley Road (Figure 3.1-16, Visual Simulation C) and near the westernmost point of Deer Springs Road (Figure 3.1-17, Visual Simulation D), travelers are afforded long-range, medium-duration views of prominent ridgelines in the southwestern and central portions of the site.

Twin Oaks Valley Road. As depicted on Figure 3.1-16, Visual Simulation C, starting at the intersection of Deer Springs Road/Twin Oaks Valley Road, travelers are afforded long-range, short-duration views of prominent ridgelines in the southwestern and central portions of the site. Traveling south–north along Twin Oaks Valley Road from the intersection with Deer Springs Road, views of the project site are limited to short-duration, long-range views of some of the tall peaks and ridgelines in the southern and westernmost portions of the site. Along the majority of Twin Oaks Valley Road, views into the interior of the site are blocked due to the steep topography on the exterior of the site. Approximately 0.5 mile north of the site on Twin Oaks Valley Road, southbound travelers are afforded long-range, short-duration views of the extreme northwestern portion of the site.

Views of site from off-site private locations

Private views into the project site are available from scattered residences located immediately adjacent to the southern and western borders of the site, private undeveloped property in the San Marcos Mountains west of the site, scattered residences located east of I-15 in the westernmost portion of the Hidden Meadows community, scattered residences located approximately 0.5 mile north of the site, and the Lawrence Welk Resort located east of I-15.

In general, views into the interior of the project site are available to a limited number of private viewers that are located in elevations as high or higher than the project site (approximately 1,000 to 1,500 feet above mean sea level (AMSL)). The majority of private viewers are located between 0.5 to 1 mile away from the project site, with approximately two to three residences located adjacent to the southern and western portions of the site with unobstructed short-range views into the site. Views into the project site from private viewpoints are summarized below and detailed in Appendix E to this EIR. The viewshed index map for eight private viewpoints is provided on Figure 3.1-6, and views into the site from those points are depicted on Figure 3.1-7.

Private Property in the San Marcos Mountains. Views into the project site from a peak in the San Marcos Mountains are depicted on Figure 3.1-18, Visual Simulation E. Private viewers using unpaved roads or trails in the San Marcos Mountains would have long-range, long-duration views into a majority of the western and northern portions of the site and limited views of the higher areas in the southern portion of the site. Based on site visits and review of aerial photos and road maps, it is estimated that the number of viewers in this area is between zero and five people due to the lack of development or roadways in the area.

Residences North of the Site. Long-range, long-duration views of steep topography along the northern border of the project site are available to scattered residences approximately 0.5 mile north of the site. Based on site visits and review of aerial photos, it is estimated that there are approximately five residences that would have views of the project site from this area. Assuming three people per household, there could potentially be 15 viewers from this private location.

Lawrence Welk Resort. Views into the project site from the Lawrence Welk Resort are depicted on Figure 3.1-20, Visual Simulation G. Long-range, long-duration views into a majority of the northern and eastern portions of the site and a small portion of the central portion of the site are available from Lawrence Welk Resort. As discussed with Lawrence Welk Resort staff, on average there are approximately 2,000 people in the resort on a daily basis (pers. comm., C. Marky 2004). Therefore, it is assumed that there are 2,000 potential viewers from this private viewpoint. It should be noted that the project site is only visible from a small area on the resort and it is not likely that it is visible to all 2,000 people in the resort.

Residences in the Westernmost Portion of Hidden Meadows. Views into the project site from the scattered westernmost residences in Hidden Meadows are depicted on Figures 3.1-21 to 3.1-22B, Visual Simulations H, Ia, and Ib. Views into the project site from these private residences are long range and long duration. In the northwestern area of Hidden Meadows, views are afforded of the northern and central portions of the site. In the central-western area of Hidden Meadows, views of the entire eastern and a majority of the central portion of the site are available. In the southwestern area of Hidden Meadows, views of the entire southern and a majority of the central portion of the site are available. Based on site visits, a review of aerial photos, and the viewshed

analysis, it is estimated that there are approximately 40 to 50 residences in this area that would have views of the project site. Assuming three people per household, the number of viewers is potentially 150 people.

Residences Adjacent to the Southern and Western Borders of the Site. Views into the project site from residences adjacent to the southern and western borders of the site are depicted on Figures 3.1-23 through 3.1-25, Visual Simulations J, K, and L. Private viewers in the southwestern portion of the site are afforded short-range, long-duration views of a very limited area of steep topography in the immediate vicinity of the southwestern corner of the site. Private viewers adjacent to the southern portion of the site are afforded short-range, long-duration views into the interior of the southern and central portions of the site. Based on site visits and review of aerial photos, it is estimated that there are approximately three residences that would have views of the project from this area. Assuming three people per household, there could potentially be nine viewers from this private location.

Deer Springs Road

This section discusses the visual experience for travelers along Deer Springs Road.

Deer Springs Road is located to the south of the project site boundary and extends from Twin Oaks Valley Road eastward to Interstate 15 (I-15). The roadway is currently constructed as a two-lane road and is approximately 25 feet wide. The shoulders of the roadway are unimproved and the posted speed limit is 45 miles per hour (mph) from Twin Oaks Valley Road to Sarver Lane and 55 mph from Sarver Lane to I-15. Existing average daily traffic (ADT) volumes along Deer Springs Road range from approximately 16,300 to 18,400 ADT (LLG 2009).

Deer Springs Road has an east-to-west orientation between Sarver Lane and I-15. Views of single-family and estate homes located adjacent to the roadway are available along this portion of the roadway. Distant views of ridgelines to the north are mostly interrupted due to mature vegetation located adjacent to the roadway. Figure 3.1-26A, Photo 1, depicts a westbound view for motorists passing along Deer Springs Road near the proposed intersection of Deer Springs Road/Merriam Mountains Parkway. As seen in the photograph, large, mature vegetation is located to the south, associated with a drainage channel, and rolling hills with chaparral vegetation can be seen to the north. Figure 3.1-26A, Photo 2, depicts an eastward view for motorists passing along Deer Springs Road near the intersection of Sarver Lane/Deer Springs Road. As indicated in the photograph, views of single-family homes, ornamental landscaping, and interrupted views of distant ridgelines can be seen from this location.

Deer Springs Road between Twin Oaks Valley Road and Sarver Lane has a north-to-south orientation. Immediate views for passing motorists include agricultural uses and single-family

homes. Views of distant ridgelines to the north are available for a northbound motorist; however, these views are interrupted at various locations along the roadway due to existing mature vegetation consisting of eucalyptus trees located adjacent to the roadway. Distant views for a southbound motorist along this roadway segment that are not interrupted by vegetation located adjacent to the roadway include views of rolling hills to the west, east, and south, located within Twin Oaks Valley.

The combination of these visual elements creates a moderate level of diversity, but also contributes to visual unity, as most of the existing public views for motorists traveling along Deer Springs Road generally consist of scattered single-family estate lots, mature vegetation located adjacent to the roadway, and interrupted views of distant ridgelines within a semi-rural environment.

Policies/Plans

San Diego County Scenic Highway Element

Only two San Diego County highways have been officially designated by the state as “scenic” and included as scenic highways in the Scenic Highway Element of the San Diego County General Plan. These are State Route 78, from the western to the eastern boundary of Anza-Borrego Desert State Park and State Route 125, from State Route 94 north to Interstate 8 (San Diego, County of, 1986). Neither of these two highways is located in the vicinity of the project.

I-15 is included as a third-priority scenic route from State Route 76 north to the Riverside County line (San Diego, County of, 1986). The project is adjacent to I-15 between Deer Springs Road and Gopher Canyon Road and is not included as a scenic route in the Scenic Highway Element of the San Diego County General Plan.

I-15 Corridor Scenic Preservation Guidelines

The I-15 Corridor Scenic Preservation Guidelines apply to the unincorporated portion of the I-15 corridor from the northern Escondido city limits to the Riverside County line (San Diego, County of, 1994). The project site is included within Segments 1 and 2 of this corridor within the North County Metro and Bonsall community plans.

The objective of these scenic and planning guidelines is to protect and enhance scenic resources within the I-15 corridor planning area while accommodating coordinated planned development, which harmonizes with the natural environment; to establish standards to regulate the visual quality and the environmental integrity of the entire corridor; and to encourage scenic preservation and development practices compatible with the goals and policies of the five community and subregional planning areas encompassed by the I-15 corridor area, when

appropriate (San Diego, County of, 1994). These guidelines contain design standards related to site planning, parking and circulation design, lighting, landscape design, public utilities and safety, development for steep topography and natural features, and architecture that are applicable to the project.

Properties affected by these guidelines are identified by a B Design Review Area Special Designator applied to their zones. All development applications within the B designator are required to submit a comprehensive site plan in accordance with the scenic preservation guidelines of the I-15 corridor plan. The Merriam Mountains Specific Plan (SP) identifies Neighborhood 1, portions of Neighborhoods 4 and 5, and portions of estate lots as being within the viewshed of the I-15 corridor (Dudek 2009). Existing and proposed B designator areas are shown on Figure 1.1-29.

San Diego County Dark Skies Ordinance

The County of San Diego Light Pollution Code (Division 9) applies to the proposed project and is intended to restrict the permitted use of outdoor light fixtures emitting undesirable light into the night sky that have a detrimental effect on astronomical research (San Diego, County of, 1985).

San Diego County Resource Protection Ordinance (RPO)

The RPO protects sensitive lands and prevents their degradation and loss. This ordinance also preserves the ability of affected property owners to make reasonable use of their land subject to the conditions of the RPO to increase the preservation and protection of the County of San Diego's unique topography, natural beauty, diversity, and natural resources (San Diego, County of, 2007).

Properties that do not comply with the steep slope encroachment requirements of the RPO are required to obtain a waiver as part of the project approval process. A waiver for steep slope encroachment is determined based on whether the slope is an insignificant visual feature and isolated from other landforms, or the greater encroachment is consistent with the goals and objectives of the applicable community plan (San Diego, County of, 2007).

Bonsall Community Plan

Approximately 381 acres in the northernmost portion of the project site is located within the Bonsall Community Plan area. Proposed uses include open space and 10 estate residential lots (5-acre minimum). The Bonsall Community Plan describes the community as having a rural atmosphere with wide, open vistas of beautiful valleys, canyons, and steep boulder-strewn slopes with sweeping views to distant hills (San Diego, County of, 1993). Unique landforms of special

concern to the community include Mount Ararat and the view of the Sleeping Indian, and the San Luis Rey River, wetlands, and floodplains (San Diego, County of, 1993). Important visual resources include sparse, low-density development that contributes to the rural character of the community.

Visual Resources Policies and Recommendations of the Bonsall Community Plan (San Diego, County of, 1993):

1. Minimize grading to preserve natural landforms, major rock outcroppings, and areas of existing mature trees.
2. Hillside development shall be integrated with existing topography and landforms.
3. Preserve ridgelines by siting buildings below ridges or set back with sufficient distance to minimize visual impacts, whenever feasible.
4. Visual impacts to disturbed slopes should be reduced by dense landscaping using native plants and other naturalized drought-tolerant plants.
5. Encourage floodplains, watercourses, and drainages to be protected and maintained, or, if necessary, restored to their natural, dynamic functional condition with appropriate buffer zones provided.
6. All cut-and-fill slopes should be contour-graded and/or rock-sculpted in such a way as to visually blend manufactured slopes with the natural landscape. Slope rounding should be a minimum of 100-foot radius.

The Bonsall Community Plan is also located within the I-15 scenic corridor, as described above.

North County Metropolitan (Metro) Subregional Plan

Approximately 1,937 acres of the project site area are located within the North County Metropolitan Subarea. Proposed uses include open space; clustered residential (a total of 2,690 multiple, variable, and single-family units); recreational; and commercial. The North County Metro Subregional Plan does not contain specific goals and policies for visual resources. However, the plan designates the Merriam Mountains as a Resource Conservation Area (RCA) to be protected and managed as a visual landmark and for containing rare and endangered plants (San Diego, County of, 1990). The plan also designates Twin Oaks Valley Road as a third-priority scenic highway. The North County Metro Subregional Plan is also located with the I-15 scenic corridor, as described previously.

3.1.2 Guidelines for the Determination of Significance

A significant aesthetic impact would occur if the project would result in:

1. Conflict(s) with the policies of the I-15 Corridor Scenic Preservation Guidelines
2. Conflict(s) with the County RPO regarding development on steep slopes
3. Conflict(s) with the goals, standards, or policies related to visual effects as outlined in the San Diego County General Plan, including the Scenic Highway Element, the North County Metro Subregional Plan, and the Bonsall Community Plan
4. Degradation of the vividness or intactness/unity of the visual environment, including public vantage points or views, as defined by these criteria:
 - Vividness is degraded if the project will restrain, moderate, limit, or dull contrasting landscape components that combine to create striking and distinctive visual pattern and impression in the existing visual environment
 - Intactness/unity is degraded if the project damages the compositional harmony or compatibility between landscape components.

Explanation of Guideline 4

For purposes of the aesthetic analysis in this EIR, a visual resource with a high degree of vividness and intactness/unity, as described in Guideline 4 above, will typically have a high level of visual quality. Vividness and intactness/unity are defined as follows:

Vividness is the memorability of visual impression received from contrasting landscape components that combine to form a striking and distinctive visual pattern and impression.

Intactness/Unity is the integrity of visual order, and the harmony and compatibility of landscape components in the natural and human-built visual environment. Intactness/unity can be evaluated by the extent to which the landscape is free from visual encroachment and the degree to which the landscape components join together to form a coherent, harmonious visual pattern.

5. Change that will be incompatible with the existing visual character in terms of dominance and scale.

Guideline Sources

Guideline 1 is based on the project's consistency with the I-15 Corridor Scenic Preservation Guidelines to protect and enhance scenic resources within the I-15 corridor planning area while

accommodating coordinated planned development that harmonizes with the natural environment. Guidelines 2 and 3 are based on the San Diego County General Plan Scenic Highway Element, the County RPO, North County Metro and Bonsall community plans, and the County Light Pollution Code. The project is required to be in conformance with applicable County standards related to aesthetics; including criteria on visual effects resulting from modification of viewsheds from scenic roadways, incursions into protected biological habitat and topographic forms (including steep slopes), as well as restrictions related to dark skies. Non-compliance would result in a project that is inconsistent with County standards. Guidelines 4 and 5 focus on measuring impacts to visual character and quality, as required by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. This is accomplished by comparing the existing visual environment with that resulting from changes due to project construction and operation.

3.1.3 Analysis of Project Effects and Determination of Significance

To aid in the analysis of visual effects, the proposed development was overlaid on the existing visual overview maps and viewshed maps, as depicted on Figures 3.1-8 through 3.1-12. Additionally, Figure 3.1-13 provides a visual simulation index map, and Figures 3.1-14 and 3.1-26B provide existing conditions, proposed grading, and proposed condition visual simulations of the proposed project and Deer Springs Road from the viewshed observation points.

Guideline 1: Impacts to I-15 Corridor Scenic Preservation Guidelines

On-Site Improvements

The proposed project is located in the I-15 scenic corridor. In accordance with the I-15 Corridor Scenic Preservation Guidelines, all development applications within the B designator are required to submit a comprehensive site plan (San Diego, County of, 1994). The SP identifies Neighborhood 1, portions of Neighborhoods 4 and 5, and portions of the estate lots within the viewshed of the I-15 corridor (Dudek 2009). Lots located within the B designator will require a design review to ensure that the site plan, parking and circulation, lighting, landscape design, public utilities, and architectural design are in harmony with the surrounding community, natural features, and topography of the site. The I-15 corridor guidelines include policies to protect and enhance scenic resources within the I-15 corridor planning area, while accommodating coordinated development which harmonizes with the natural environment. The proposed project has been designed to be compatible with the I-15 scenic corridor guidelines by maintaining scenic quality and viewsheds of the corridor, preserving steep topography and rock outcroppings, and integrating development with existing landforms. In addition, the project design includes a 1,192-acre Biological Open Space area, which has allowed for scenic preservation to be maintained in the northern portion of the site. The proposed project design includes adequate design features to encourage scenic preservation and development practices consistent with the

goals of the I-15 Corridor Scenic Preservation Guidelines; therefore, impacts would be less than significant.

Off-Site Improvements

Improvements along Deer Springs Road that could potentially be visible for a northbound motorist traveling along I-15 include the widening of the roadway west of the Mesa Rock Road/Deer Springs Road intersection, the construction of a sound wall at the Deer Springs Mobile Home Park (see Figure 2.4-18A), and a limited portion of the cut slope at the intersection of Merriam Mountains Parkway/Deer Springs Road, in addition to other locations along Deer Springs Road (see Figure 3.1-14). Views for northbound motorists traveling along I-15 would be mostly interrupted due to mature vegetation, and because I-15 is located at a lower elevation than the proposed Deer Springs Road improvements. Views of roadway improvements for a southbound motorist passing along I-15 would not be available due to existing intervening topography (see Figures 19 and 20 of the Visual Impact Analysis, Appendix E to this EIR). Due to the limited views that would be available of the roadway improvements for motorists along I-15, impacts would be less than significant.

Guideline 2: Impacts to County Resource Protection Ordinance (RPO) Steep Slopes

On-Site Views

As detailed in the Resource Protection Study for the proposed project (Appendix F to this EIR), the project has been designed based on a comprehensive environmental constraints analysis of the site. In order to maximize preservation of major environmental resources on the site and to preserve contiguous blocks of wildlife habitat, the project has incorporated a cluster design. This design concentrates development on approximately 23% of the site and retains the remaining 74% of the site as open space.

No encroachment into Significant RPO Steep Slope Lands would occur with project implementation. Approximately 1,222 ac. of the project site consists of RPO steep slopes. The project would encroach into approximately 177 ac. of insignificant steep slope lands, which represents approximately 14.5% of the total RPO steep slopes within the project site. Insignificant steep slope lands are those that lack the more valuable qualities of those slopes described as significant. These are slopes that are typically hidden from public view; not a part of an identifiable peak, promontory, or ridgeline; and not perceived as an integral element of the Merriam Mountains landform. For those portions of the project that encroach into insignificant steep slope lands, in the absence of mitigation measures that include grading techniques such as slope rounding and contour grading and benching of slopes and landscape features, impacts

would be significant (Impact AE-1). (see Section 3.5.3, Guideline 1 for an additional discussion of RPO Steep Slopes)

Off-Site Improvements

Off-site improvements would not be located in an area where RPO Steep Slope Lands are present. Therefore, impacts would be less than significant.

Guideline 3: Impacts with Policies Related to the San Diego County General Plan, including the Dark Skies Ordinance, Scenic Highway Element, the North County Metro, and the Bonsall community plans. San Diego County Dark Skies Ordinance

On-Site Views

Light during evening hours would be generated by the proposed project, including residential lighting, street lights, neighborhood commercial lights, and automobile lights. The County of San Diego Light Pollution Code SEC.59.104 defines these types of lighting as Class II lighting (San Diego, County of 1985). In addition, Class III lighting (outdoor lighting used for decoration) would also be likely on the project site during holidays. It should be noted that Class III lighting used for holiday decoration is exempt from the Light Pollution Code (San Diego, County of 1985). The project site is located within Zone B as it is outside of a 15 mi. radius of the Palomar Observatory or the Mount Laguna Observatory.

As required for Zone B, the proposed project will comply with the SEC.59.106 Requirement for Lamp Source and Shielding of the County Light Pollution Code by using fully-shielded, low-pressure sodium lamps or other lamp types of 4,550 lumens and below for outdoor lighting (San Diego, County of 1985). The project will also comply with the requirements of SEC.59.108 of the County Light Pollution Code regarding installation of street lights (San Diego, County of 1985). With compliance with the County of San Diego Light Pollution Code, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area and would not have a detrimental effect on astronomical research. Lighting from the proposed project would not result in a substantial, demonstrative negative aesthetic effect or change in visual character. Impacts would be less than significant.

Deer Springs Road Off-Site Improvements

Currently, the portion of Deer Springs Road where off-site improvements would occur is not lit with street lights. Visible night-lighting in the area is associated with private homes adjacent to the roadway. Roadway improvements along Deer Springs Road from Mesa Rock Road to Twin Oaks Valley Road would include lighting to provide safety for passing motorists and would illuminate the roadway that is currently lit only by vehicle headlights. Although lights along the

roadway would produce light levels brighter than those that currently exist, all lighting along the roadway will be required to include fully-shielded low-pressure sodium lamps, per the requirements of SEC.59.108 of the County Light Pollution Code regarding installation of street lights (San Diego, County of 1985). With compliance with the County Light Pollution Code, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Scenic Highway Element: The project site and off-site improvement areas are not located in the viewshed of a designated scenic highway; therefore, no impact would occur.

Bonsall Community Plan: The applicable visual resources policies and recommendations of the Bonsall Community Plan are described below.

Visual Resources Policy

Project Compatibility

- | | |
|---|--|
| 1) Minimize grading to preserve natural landforms, major rock outcroppings, and areas of existing mature trees. | As shown in Figures 3.1-8 through 3.1-10 and described in Chapter 1, the project has been designed to minimize grading and to preserve natural landforms, major rock outcroppings, and areas of existing mature trees. In order to preserve natural landforms during grading, slopes will include the blending of graded slope contours with the natural topography; the use of variable slope gradients with smooth, rounded cuts; and rounding off the toe and crests of slopes. |
| 2) Hillside development shall be integrated with existing topography and landforms. | As shown in Figures 3.1-8 through 3.1-10 and analyzed in Appendix E to this EIR, the project has been designed to integrate the proposed estate development with the existing topography and landforms in the portion of the site subject to the Bonsall Community Plan. |
| 3) Preserve ridgelines by siting buildings below ridges or set back with sufficient distance to minimize visual impacts, whenever feasible. | The project would preserve major ridgelines and natural landforms on the site (see Figures 3.1-8 through 3.1-10). As depicted in the visual simulations (Figures 3.1-14 through 3.1-25), some development would occur on intermediate ridgelines and would not be highly visible as views along the ridgeline are mostly limited, distant views. |
| 4) Visual impacts to disturbed slopes should be reduced by | The Community Design Guidelines in the SP for the project incorporate landscaping plans designed to convey |

Visual Resources Policy

Project Compatibility

<p>dense landscaping utilizing native plants and other naturalized drought-tolerant plants.</p>	<p>the character of the region and include requirements that native plants be used on slope areas whenever possible to create a natural-looking extension of open space.</p>
<p>5) Encourage floodplains, watercourses, and drainages to be protected and maintained or, if necessary, restored to their natural, dynamic functional condition with appropriate buffer zones provided.</p>	<p>The project has been designed to preserve wetlands and major drainages and valleys on the project site and would not alter the natural course of floodplains or drainages.</p>
<p>6) All cut-and-fill slopes should be contour graded and/or rock sculpted in such a way as to visually blend manufactured slopes with the natural landscape. Slope rounding should be a minimum of 100 ft radius.</p>	<p>The grading proposed for the portion of the project within the Bonsall Community Plan is not excessive and is typical of the surrounding estate residential development. Maximum manufactured slopes in this area would include ample vegetation, as shown in Figure 3.1-22A. Therefore, the project is consistent with this policy. It should be noted that in areas of the project site outside the Bonsall Community Plan, steep manufactured slopes would be contour graded and/or slope rounded to blend with the natural landscape.</p>

Source: San Diego, County of, 1993.

As described above, the project and off-site improvements are compatible with the visual resources policies and recommendations of the Bonsall Community Plan; therefore, impacts would be less than significant.

North County Metropolitan (Metro) Subregional Plan: The North County Metro Subregional Plan does not identify specific visual resources policies and recommendations. However, as described in Chapter 1, the project has been designed to preserve the major ridges and landforms that form the major features of the Merriam Mountains (see Figures 3.1-8 through 3.1-10). The Merriam Mountains would be retained as a visual landmark in accordance with their identification as an RCA (San Diego, County of 1990). As described in the visual impact analysis (Appendix E to this EIR), near the intersection of Twin Oaks Valley Road/Deer Springs

Road, long-range, short-duration views of limited areas of development in the central and southwestern portion of the site are afforded to travelers on Twin Oaks Valley Road. This minimal change in view would not result in a substantial adverse visual change. The project is, therefore, consistent with the designation of Twin Oaks Valley Road as a third-priority scenic highway in the North County Metro Subregional Plan. Impacts would be less than significant. As discussed in Appendix E to this EIR, the area of existing mature trees in the southeastern area of the site has been incorporated into the internal design of the specific plan. The water storage tank in the southeastern area of the site would be located on the northern slope of Deer Springs Ridge and the integrity of this natural landform would be maintained. Additionally, due to intervening topography, memorable views of Deer Springs Ridge would not be adversely affected.

Guideline 4: Impacts to the Vividness or Intactness/Unity of the Visual Environment

On-Site Improvements

As described in Chapter 1 and shown on Figures 3.1-8 through 3.1-10, the project would preserve the major visual features that contribute to the memorability and visual impression of the site. Figures 3.1-11 and 3.1-12 provide viewshed maps of the proposed project, and Figures 3.1-14 through 3.1-25 provide before and after visual simulations of the proposed project. The observation points for these figures were selected and mapped based on digital elevation model (DEM) and digital grading plans reflecting the proposed development. Ten-meter grid cells were then used to define viewsheds for up to 33 public and private vantage points surrounding the site, including up to 10 vantage points along I-15. This provided for comprehensive analysis of the visibility of the proposed development from I-15 and other surrounding areas. These vantage points and selected public and private locations are shown on the viewshed index maps (Figures 3.1-4 and 3.1-6). Project impacts to the vividness or intactness/unity of public and private views are summarized below and described in detail in Appendix E to this EIR. Public views consist of I-15, Mountain Meadow Road, Deer Springs Road, and Twin Oaks Valley Road; private views consist of San Marcos Mountains, Lawrence Welk Resort, Hidden Meadows, and private residences adjacent to the site.

Public Views

I-15. Starting south of the project at Observation Point A on I-15 (elevation 1,054 ft amsl), the proposed commercial area and other associated development in the southern portion of the site would be clearly visible to northbound travelers and would encroach into the existing natural visual environment (see Figure 3.1-14, Visual Simulation A). As discussed in Chapter 1 and depicted on Figures 3.1-8 through 3.1-10, the project has been designed to retain prominent visual features in open space. This environmental design consideration would minimize impacts to degradation of the vividness of the visual environment to less than significant. As for the

intactness/unity, approximately 30% of the visual area adjacent to I-15 would have some modifications by fuel modification or grading. Intactness/unity impacts are considered to be direct, long-term, and significant as existing long-term and long-range views of the site for northbound travelers along I-15 would degrade the visual order of the site (Impact AE-2).

Continuing north along the I-15 corridor, views of the project are largely limited due to the steep topography and short-duration views. North of the Deer Springs Road interchange at Observation Point B (elevation 681 ft AMSL), short-term, mid-range views of small areas of development would be afforded to southbound travelers on I-15 (see Figure 3.1-15, Visual Simulation B). These brief, small-scale impacts would not degrade the vividness or intactness/unity of the visual environment and are considered to be less than significant. Public views would be available to travelers on North Centre City Parkway and Champagne Boulevard (the access road that runs parallel to I-15). Impacts and views from these public viewpoints would be the same as those described for I-15 north of the Deer Springs Road interchange, and are considered less than significant. The alignment of Lawrence Welk Court connects the north end of Merriam Mountain Parkway to the existing Lawrence Welk Court, which provides access to Lawrence Welk Drive/Champagne Boulevard. The roadway is planned as a paved 2-lane road (32 ft wide). Views of the roadway are primarily distant, with steep slopes located between viewers and the proposed roadway, which results in views of the roadway being mostly interrupted. In addition, the roadway will be bounded by vegetation. Views of Lawrence Welk Court would also be limited due to the steep topography of the area and ample vegetation bounding the roadway, but fuel modification areas would be visible in the distance. Impacts would be less than significant.

Mountain Meadow Road. On Mountain Meadow Road near the intersection of I-15, short-range, long-duration views of the majority of the southeastern portion of the proposed development (Neighborhood 1) would be visible to westbound travelers, including distant views of manufactured slopes with a maximum height of 1,275 ft. There is a high volume of average daily trips (ADT) along this roadway near I-15 (13,400 ADT). The change in visual character of the site from this roadway would be incompatible due to the prominent position and large scale of development in the viewshed. The project would degrade the vividness and intactness/unity of the visual environment to views from this roadway. Impacts are considered significant (Impact AE-2).

Deer Springs Road and Twin Oaks Valley Road. Views of the proposed development for a majority of Deer Springs Road are almost nonexistent due to the existing steep topography on the exterior of the southern portion of the site. Near the intersection of Deer Springs Road/Twin Oaks Valley Road (Observation Point C, elevation 773 ft AMSL; Observation Point D, 724 ft AMSL, respectively) long-range, short-duration views of limited areas of development in the

central and southwestern portion of the site are available. The project would result in a minimal amount of visual encroachment into this view, and the visual impression would not be degraded (see Figure 3.1-16, Visual Simulation C and Figure 3.1-17, Visual Simulation D). Traveling north along Twin Oaks Valley Road from the intersection of Deer Springs Road all the way north of the site, views east and south into the project site are almost nonexistent given the intervening steep topography.

As depicted on Figure 1.1-21B, the project includes construction of frontage improvements to Circulation Element standards along Twin Oaks Valley Road, a public roadway. The frontage improvements would extend for approximately 2,300' in the western portion of the property where the existing roadway traverses the property. Existing onsite land uses include natural vegetation to the west and an abandoned quarry to the east. The general land use character along this portion of Twin Oaks Valley Road is that of a two-lane roadway in a rural area characterized by a mixture of rural estate and agricultural land uses as well as the recently completed County Water Authority Water Filtration Plant and the National Quarries mining operation. There is current truck traffic on the roadway associated with these uses, particularly the mining operation. The proposed frontage improvements would widen the roadway from its existing two lanes to a roadway with an 84-foot graded width and 40 feet of pavement curb to curb. In order to make the roadway meet County roadway standards, an existing 200-foot radius blind curve would be straightened to provide 500' minimum radius curves. These improvements would accommodate existing truck traffic on the roadway to meet County roadway standards in a less congested manner than currently exists. As discussed in Section 2.2 of this EIR, traffic volumes on the roadway would not substantially change due to the proposed project. No sound walls would be needed or provided as part of the proposed frontage improvements.

Grading associated with the frontage improvements would be consistent with the existing steep terrain in the area. Existing conditions include an approximately 1.5:1, 175-foot rock slope about 750 feet east of the existing roadway (part of the abandoned quarry) and a tributary creek on the western side of the roadway. Adjacent to the 175-foot rock slope a 1:1 manufactured slope would be created along the eastern boundary of the roadway, about 90' at its tallest point and averaging about 40 feet. This slope would have 6-foot-wide benches at 30-foot intervals to allow for landscaping and provide slope stability and the edges would be rounded to blend with the existing terrain. The visual character of this manufactured slope would be softer than the existing 175-foot rock slope. The western edge of the roadway improvements would daylight to the existing elevation along about 55% of the 2,300 linear feet of improvements with the southern portion which is characterized by steeper existing topography would include 1.5:1 fill slopes with an average height of 30' rounded to blend into the existing terrain. The aesthetic experience for travelers along this portion of the roadway would not substantially change.

Water Tanks: Two visually prominent water tanks are proposed as part of the development. Available views of these tanks from off-site public roadways are discussed below.

A new 3.7 million gallon water storage tank is being proposed within the southern limits of the development footprint within Neighborhood 1, Planning Area 4 (refer to Figure 1.1-21A for the location of the 3.7 million gallon water storage tank). The water tank has been sited at this location to meet reservoir storage requirements for the proposed 1400 Zone and would have a height of approximately 30 feet. The proposed water tank located within Neighborhood 1 has the potential to be visible for northbound motorists along I-15 and passing motorists along Deer Springs Road. Views of the water tank would not be visible from the I-15 public view corridor (see Appendix E to this EIR, Figures 16 to 24). Views of the water tank from I-15 are obstructed due to intervening topography, which includes both Deer Springs Ridge and Twin Peaks located between the viewer and the proposed water tank. Views of the water tank would not be visible from Deer Springs Road, which is located approximately 1,200 feet to the south of the proposed water tank. Existing views for motorists passing along Deer Springs Road of the Merriam Mountains foreground slopes to the north would be maintained. The proposed water tank would alter only distant views for motorists looking to the north along Deer Springs Road. Minimal views of the water tank would be available as the tank is located between existing topography and mobile viewers. The visual effect of the proposed water tank would not be significant due to the short duration of the view for passing travelers and limited views of the tank due to intervening topography. Long range views of distant vistas would be maintained and the visual change would not be significant.

A new 4.9-million gallon water reservoir would be constructed for the Coggan 1608 Zone adjacent to the existing 1.3-million gallon Coogan Tank (see Figure 3.1-1), located to the north of Neighborhood 5. The water tank has been sited at this location to meet reservoir storage requirements for the 1608 Zone. The proposed water tank would introduce a new vertical element adjacent to the existing Coogan Tank. Public views of the proposed water tank could be available from Twin Oaks Valley Road. Views of the Coogan Tank would not be available from this public view corridor due to intervening topography located between Twin Oaks Valley Road and the proposed water tank (see Appendix E to this EIR, Figures 32 to 37). Public views of the proposed water tank for motorists traveling along Twin Oaks Valley Road are almost non-existent given the distance (approximately 3,600 ft from the closest point along the roadway) and intervening topography. Construction of the water tank would not result in significant visual impacts.

Deer Springs Road Off-Site Improvements

The widening and realignment of Deer Springs Road would change the vividness and intactness/unity of the visual environment for the public driving along Deer Springs Road and a

portion of I-15 by increasing the pavement surface (thereby changing the scale of the road), cut-and-fill of abutting slopes along the northern portion of the roadway, construction of a soil-nail wall, and removal of existing trees in areas within the proposed footprint. Improvements along Deer Springs Road would also include the construction of 6- to 8-foot sound walls near the intersection of Mesa Rock Road/Deer Springs Road, adjacent to the mobile home park, and at five single-family residences (see Figures 2.4-18A through 2.4-18D).

Public Views

Deer Springs Road Widening and Realignment: The prominent visual change associated with improvements along Deer Springs Road includes the proposed cut slope from Mesa Rock Road to 1,400 feet east of Merriam Mountains Parkway that would alter existing views for motorists along the roadway. The slope modification would not be highly visible from surrounding areas due to surrounding topography, southerly orientation, and local vegetation. The hills to the south interrupt views from the west, southeast, and east, and dense vegetation within the creek located along the southern edge of Deer Springs Road generally interrupts views for motorists driving in the southern portion of the Deer Springs Road improvement area. Therefore, public views of the cut slope are primarily limited to passing motorists in the immediate vicinity of the cut slope.

As discussed in Section 3.1.1, existing views for motorists passing along Deer Springs Road west of Mesa Rock Road consist of mature vegetation associated with a drainage channel along the southern limits of the roadway and steep slopes to the north containing minimal chaparral vegetation due to the nature of the underlying rocky soils (see Photo 1 on Figure 3.1-26A). While grading for roadway improvements along Deer Springs Road would not impact a unique topographic feature or ridgelines, grading for the proposed project would encroach into natural slopes along the northern boundary of the roadway.

The proposed cut slope near the intersection of Merriam Mountains Parkway would range in height from 25 to 205 feet high at a 1:1 gradient along approximately 1,400 feet of the roadway alignment located west of the intersection of Merriam Mountains Parkway/Deer Springs Road. Driving eastward, the existing views of mature vegetation consist primarily of eucalyptus trees associated with a drainage channel located along the southern perimeter of the roadway. This view would be retained, as minimal widening would occur to the south (see Figure 3.1-26B). Views of the cut slope to the north would be of the entire cut slope along this section of Deer Springs Road. As seen on Figure 3.1-26B, the view would change from that of an existing rocky slope with sparse chaparral vegetation to a manufactured slope with trees planted at the base of the slope and along a 15-foot-wide bench that will be located approximately 100 feet above the proposed grade for Deer Springs Road. This 15-foot-wide bench would provide opportunities for irrigation in order to establish mature plantings.

As seen on Figure 3.1-26B, a proposed soil-nail wall will also be constructed along 450 feet of this portion of Deer Springs Road. Soil-nailing is a stabilization process used to build retaining walls. Steel bars are used as “nails” and are installed into the cut slope. Then a permanent facing is applied to retain and support the existing soil. This facing is designed to replicate the existing soil. The soil-nail wall would vary in height between 18 and 36 feet. Immediate views of the soil-nail wall would be seen by westbound and eastbound motorists. At the design speed of 55 mph along Deer Springs Road, driver’s views of the cut slope and soil-nail wall would be limited to approximately 15 seconds to 1 minute, depending on the timing of the proposed traffic signal at the proposed Deer Springs Road/Merriam Mountains Parkway intersection. While these natural slopes would be altered, the overall landform of the hill of which these slopes are a part would be similar. The scale of the road improvements wrapping around it, in combination with the manufactured slopes, would alter the visual experience for motorists on Deer Springs Road.

For the portions of the cut slope that would retain the native cut stone, bolts and chain-link fencing or netting may have to be installed across the entire slope, at the foot of the slope, or within the right-of-way between the slope and the street to prevent rock from falling onto the roadway. The exact location of the fencing or netting would be determined during the final design of the roadway and would be located along the northern perimeter of the roadway adjacent to the cut slope. Immediate views would be altered from that of minimal vegetation along the existing slopes (due to the rocky nature of the soils), to a cut slope placed behind fencing or netting material. The views of the slope behind the fencing/netting material would be retained.

Additional manufactured slopes along the northern portion of the roadway to the west and east of Merriam Mountains Parkway would range in height up to 40 feet. These slopes would be contour graded with 1.5:1 slope gradients to approximate the gradient of existing hillsides in the area. Slopes would be replanted with appropriate native species as a part of the project design. Newly cut rock would be exposed, and could be lighter in color than the existing rocks and slope area. This exposed rock would contrast with the existing aged appearance of the slope.

Some aspects of the driving experience along Deer Springs Road would not be substantially altered by the proposed realignment and widening, such as views towards Twin Oaks Valley and distant ridgelines to the north. Views for motorists along this portion of the roadway alignment between Sarver Lane and Twin Oaks Valley Road consist of mature vegetation and interrupted views of distant ridgelines associated with Twin Oaks Valley. Roadway improvements at this location would require the removal of mature vegetation consisting primarily of eucalyptus trees and ornamental landscaping. The removal of these trees would provide distant views of the Twin Oaks Valley to the west, which are currently interrupted due to existing vegetation. Therefore,

the removal of existing mature trees along the roadway would alter views that currently dominate the visual experience.

Deer Springs Road Sound Walls: Sound walls are proposed intermittently along Deer Springs Road as mitigation to attenuate potential noise impacts for sensitive receptors located adjacent to the roadway. The construction of these sound walls would introduce new vertical elements along the roadway. The following discussion describes the different sound walls that are proposed along Deer Springs Road and the potential changes that would occur to the visual environment for passing motorists.

A 6-foot sound wall would be constructed at the Deer Springs Mobile Home Park near the intersection of Mesa Rock Road/Deer Springs Road (see Figure 2.4-18A). The sound wall would alter only the foreground views for motorists looking to the south. The view would change from that of a row of eucalyptus trees to that of a textured sound wall for approximately 50% of the 1,040-foot sound wall, and the remainder of the sound wall will consist of eucalyptus trees behind the wall. This view would be available to motorists for approximately 15 seconds to 1 minute, depending on traffic conditions. The sound wall would be located within the 10-foot area beyond the Deer Springs Road bike lane and shoulder for the roadway, within the public right-of-way. Views available to eastbound motorists along this stretch of Deer Springs Road include straight-ahead views of Mountain Meadows Road as it climbs the hill to Hidden Meadows. Westbound views would be of the road and a variety of land uses located in the Twin Oaks Valley area, including agricultural uses and single-family homes. Views of the Merriam Mountains foreground, with the exception of the cut slope and soil-nail wall, will be maintained (see Figure 1.1-15A). In addition, views of existing eucalyptus trees would be maintained to the east of Merriam Mountains Parkway. While views of distant vistas will not be obstructed by the introduction of the sound wall along the frontage of the Deer Springs Mobile Home Park, the sound wall will introduce a new vertical element that may alter the visual experience for passing motorists

As seen on Figure 2.4-18B, an 8-foot sound wall is proposed along the northern perimeter of Deer Springs Road between Mesa Rock Road and Merriam Mountains Parkway near sensitive receptor five. Existing views to the north for motorists consist of disturbed habitat immediately adjacent to the roadway with chaparral vegetation on rolling hills. Distant views of Deer Springs Ridge located to the north are also available for motorists at the proposed location of the sound wall. The construction of the sound wall will change immediate views from those of disturbed habitat and chaparral vegetation to an 8-foot sound wall with a total length of approximately 300 feet. The proposed sound wall would alter only immediate views for motorists looking northward, and distant views of Deer Springs Ridge would be maintained. Views of the sound wall for passing motorists would be available for approximately 4 to 30 seconds, depending on

traffic conditions and the design speed of 55 mph. While views of distant vistas will not be obstructed by the introduction of the sound wall along this section of Deer Springs Road, the sound wall may contrast with the visual environment by introducing a new vertical element along the roadway.

As seen on Figure 2.4-15 of the EIR, sound walls varying in height from 6 to 8 feet are proposed along the southern limits of the proposed onsite land uses located within Neighborhood 2, Planning Area 3, adjacent to Deer Springs Road. Views available to motorists along this stretch of Deer Springs Road include straight-ahead views of Twin Oaks Valley and foreground slope views of Merriam Mountains for viewers looking northward. The proposed sound wall at this location would consist of two separate walls separated by Meadow Park Lane. The proposed sound wall would be 175 feet long to the west of Meadow Park Lane and 295 feet long east of Meadow Park Lane. The total length of the sound wall would be 470 feet and would alter only the foreground views for motorists looking northward. The view would change from that of a nursery with scattered trees to landscaping with trees that provide an entrance to the proposed project along Meadow Park Lane. The sound wall would be located upslope of a 25-foot, 1.5:1 landscaped berm, which will have enhanced entryway landscaping along the wall and in front of the wall (see Chapter 8 of the SP, Appendix C to this EIR). This view of the sound wall may alter the visual experience for passing motorists for approximately 6 seconds to 1 minute, depending on traffic conditions estimated based upon the design speed of the road.

A sound wall will be constructed along the northern portion of Deer Springs Road adjacent to sensitive receptor 14 as seen on Figure 2.4-18C, which is located approximately 300 feet east of the Deer Springs Road/Sarver Lane intersection. Existing views to the north consist of ornamental landscaping in front of a single-family residence. Distant views of ridgelines are not available at this location for passing motorists, due to the height of the existing ornamental landscaping in close proximity to the roadway and mature trees set back from the roadway. The construction of the sound wall would change immediate views from those of ornamental vegetation to that of an 8-foot sound wall with a total length of approximately 135 feet. The proposed sound wall would alter only immediate views for motorists looking northward from that of mature landscaping to that of the proposed sound wall. Views of the sound wall that may alter the visual experience for passing motorists would be available for approximately 2 to 20 seconds, depending on traffic conditions, estimated based upon the design speed of the road (55 mph) and the length of the wall (135 feet).

As seen on Figure 2.4-18D, sound walls are proposed along the western limits of Deer Springs Road to mitigate for noise impacts at three single-family residences between Sarver Lane and Twin Oaks Valley Road. The construction of the sound walls will alter existing views from those of mature vegetation consisting of eucalyptus trees and orchards to a proposed 6-foot sound wall

with a total length of approximately 880 feet. It should be noted that the sound walls will not be continuous, as five separate walls are proposed to allow for driveway openings; length of walls vary from 173 to 465 feet and will be constructed over a span of 1,525 feet. Limited views are available to the west of distant ridgelines, due to existing mature vegetation located adjacent to the roadway. The proposed sound walls would alter the foreground views for motorists looking to the west, but the more dominant distant views would remain. In the foreground, the view would change from that of eucalyptus trees and orchards to that of a sound wall. The introduction of the sound wall may alter views for passing motorists for approximately 18 seconds to 1 minute, depending on traffic conditions (estimated based upon the design speed of the road (45 mph) and the length of the wall).

Sound walls proposed along Deer Springs Road to mitigate for noise impacts to sensitive receptors would include approximately 2,825 feet of sound walls constructed between Twin Oaks Valley Road and the I-15 interchange, which includes 470 feet of sound walls onsite along the southern limits of Neighborhood 2, Planning Area 3. The total roadway improvement is approximately 22,696 feet, which includes both sides of the roadway.

Due to the visibility of the cut-and-fill slopes, the change in pavement width, the introduction of sound walls, the appearance of the soil-nail wall, the removal of existing mature vegetation, the change in near views, and the installation of fencing/netting at some locations, construction of Deer Springs Road would have a significant impact on vividness/intactness/unity (Impact AE-3).

Guideline 5: Impacts to Visual Character

Figures 3.1-14 through 3.1-25 depict before and after visual simulations from 12 public and private locations shown on the viewshed index maps (Figure 3.1-4 and Figure 3.1-6).

On-Site Changes to Visual Character

As shown on the visual simulations, with implementation of the project, the visual character of the site would change from vacant, vegetated mountains with some areas of disturbance, to a planned community with manufactured slopes, landscaping, and approximately 1,729 ac. of open space (74% of the site). A change from a predominantly undeveloped site to a planned community with 2,700 residential units and commercial development would be incompatible with the existing on- and off-site predominantly rural and undeveloped visual character of Twin Oaks, Bonsall, and Hidden Meadows. The dominance of the commercial area in the southeastern area of the site and the extent of grading and residential development throughout the site would strongly influence the character of the scene. The project would be incompatible with the existing visual character in terms of dominance. Therefore, impacts would be direct, long term, and significant (Impact AE-4).

Private Views

San Marcos Mountains. Long-range, long-duration views of portions of development in the central and southern portions of the site are available from a distant off-site area in the San Marcos Mountains (Observation Point E, elevation 1,632 ft AMSL). Given the lack of permanent roadways, residences, or public ownership and access into this area of the San Marcos Mountains, views are limited and the development is likely to affect only up to five private viewers. Long-range, distant vistas would be maintained, and the visual change would not be substantial (see Figure 3.1-18, Visual Simulation E).

Lawrence Welk Resort. Long-range, long-duration views of a majority of the proposed open space would be afforded to private viewers at Observation Point G (elevation 517 ft AMSL), in the Lawrence Welk Resort. As shown on Figure 3.1-20, Visual Simulation G, long-range views of a small portion of proposed development in the central portion of the site would be available. The visual environment would be altered due to the proposed development encroaching into the natural environment and mid-range ridgeline; however, this visual change would not be substantial.

Hidden Meadows. At the westernmost residences in Hidden Meadows (Observation Point F, elevation 696 ft AMSL; Observation Point H, elevation 1,456 ft AMSL; and Observation Point I, elevation 1,457 ft AMSL), long-range, long-duration views are afforded for a majority of the proposed development (see Figure 3.1-19, Visual Simulation F; Figure 3.1-21, Visual Simulation H; and Figures 3.1-22a and 3.1-22b, Visual Simulations Ia and Ib). Given the long distance from the project site (approximately 1 mi. east across I-15), and given that only the westernmost residences would have views of the proposed project (approximately 40 to 50 residences), the visual environment would not be substantially degraded. The distant and more substantial mountain views would not substantially change for residences located in this area. The proposed development would represent a change from an undeveloped to developed area; however, a majority of the prominent visual features on the site are preserved, and the development would be an extension of the existing visible surrounding development, including Lawrence Welk Resort and the cities of Escondido, Vista, and San Marcos. Visual impacts are not considered to be substantial.

Private Residences Adjacent to the Site. Short-range, long-duration views of the proposed development in the southern and central portions of the site are available from three private residences adjacent to the southern and western borders of the site (Observation Point J, elevation 1,465 ft AMSL; Observation Point K, elevation 1,081 ft AMSL; and Observation Point L, elevation 1,352 ft AMSL). Existing distant vistas would be maintained as the development is located at a lower elevation than the three private residences (see Figure 3.1-23, Visual Simulation J; Figure 3.1-24, Visual Simulation K; and Figure 3.1-25, Visual Simulation L).

Large manufactured slopes would alter the visual impression of varied topography and change the visual character of the site from these three residences, but will not be incompatible with the existing visual character in terms of dominance and scale for two of the home sites. Short-range views from one of the sites may be altered in a manner that is incompatible with the existing visual character in terms of dominance and scale, but the residence itself is in a location on the property so as to be unaffected by the proposed visual changes. Because the change in short-range views will affect only one private lot, not including the residence, it is considered adverse but not substantial.

Deer Springs Road Off-Site Improvements

See the discussion of Deer Springs Road off-site improvements under Guideline 4. The off-site construction of Deer Springs Road would change the visual character in the area primarily due to the widening of the road, introduction of manufactured cut-and-fill slopes, construction of a soil-nail wall, installation of netting/fencing at specified locations, removal of vegetation, and construction of sound walls in an area generally composed of a mixture of rural estate, nursery, and other agricultural uses, a gas station, spa, church, school, and other similar uses where few landform alterations are visible. These visual elements of the Deer Springs Road improvements also affect visual character. Similar to the analysis of intactness/unity, visual character impacts are significant (included as part of Impact AE-3).

3.1.4 Cumulative Impact Analysis

Projects in the vicinity of the proposed project considered for the analysis of cumulative impacts are mapped on Figure 1.6-1, Cumulative Projects, and listed on Tables 1.1-4 and 1.1-5. From these projects, those within the viewshed of the proposed project site are included in the cumulative visual study area. Views to the Merriam SP area include private and public views. Public views consist of I-15, Mountain Meadow Road, and Deer Springs Road, and Twin Oaks Valley Road. Whereas, private views consist of San Marcos Mountains, Lawrence Welk Resort, Hidden Meadows, and private residences adjacent to the site. These views make up the project's viewshed and therefore the cumulative project list consists of the cumulative projects located within this area. Therefore, views to the project are generally available within a 1.3 mi. radius surrounding the proposed SP. This viewshed study area was chosen on account of the potential for the projects in the study area to combine with the proposed project and encroach into the visual environment.

The cumulative study area is, therefore, limited to the following 27 projects, as listed in Section 1.6: 17, 16, 29, 31, 32, 34, 35, 23, 27, 28, 38, 40, 46, 39, 20, 45, 21, 22, 36, 19, 25, 26, 33, 43, 47, 48, and 68. These projects include 21 residential developments (primarily ranging in size from 2 to 45 dwelling units. Larger projects include Hidden Meadows II (854 dwelling units

(#19)), Mountain Gate (159 residential units (#22)), and Garden Villas (148 dwelling units (#23)). Projects 19, 22 and 23 are located within the developing areas along the eastern limits of I-15 between Deer Springs Road and Gopher Canyon Road within the Hidden Meadows planning area. The projects located within the study area also include 3 farming/equestrian projects, 1 commercial development, 1 mixed-use development, and 1 mining operation.

The majority of the cumulative projects consist of developing rural residential uses; with a few additional projects entailing the construction of commercial uses, mining operations and farming/equestrian uses. The above mentioned cumulative projects either did not cause aesthetic impacts or their impacts were mitigated through open space easements, or through provisions of grading, design and lighting; which reduced their project related impacts to less than significant levels. In addition, four of the cumulative projects would have impacts to steep slopes, through allowed minor encroachments and required to place the remaining acreage in open space easements.

An additional 63 cumulative projects were identified during public review of the DEIR. A screening process was used to determine whether any of the 63 cumulative projects identified were located within the viewshed of the proposed project site. This screening process determined that the following six projects, as listed in Section 1.6 would be within the viewshed: 73, 91, 94, 98, 116 and 117. The water treatment plant (#93) has already been constructed. The remaining projects include five residential developments ranging in size from three to 60 dwelling units and one water treatment plant. Of the five projects, four are located within existing developed areas, including the City of San Marcos and Hidden Meadows areas. The fifth project (#116) is a five-unit project located north of the project site off of Gopher Canyon Road. These residential developments, together with the proposed project, would not result in cumulative effects, as previously described.

From a cumulative visual perspective, the vicinity is generally classified as low-density rural-residential development and large areas of undeveloped land with some pockets of high-density development, including the Lawrence Welk Resort and Hidden Meadows (across I-15 from the project). Visually, the area has scenic ridgelines and a large number of rock outcrops. The visual setting includes a gas station and the major north-south I-15 transportation corridor. The I-15 Corridor Scenic Preservation Guidelines apply to the unincorporated portion of the I-15 corridor from the northern Escondido City limits to the Riverside County line. Increased development and density associated with the cities of Vista, San Marcos, and Escondido are located approximately 1.5 mi. west and south of the project site and outside the visual setting.

With implementation of the proposed project, combined with other projects in the cumulative study area, the visual environment would continue to be mainly rural-residential development and undeveloped land. The proposed project would contribute increased development into the

cumulative study area. The project would be a visual extension of the surrounding visual pattern of rural-residential development with pockets of higher density development in locations within the cumulative study area, such as Lawrence Welk Resort and Hidden Meadows. In summary, with implementation of the proposed project combined with other projects in the cumulative study area, the visual environment would continue to be mainly rural residential development and undeveloped land and the proposed project's contribution to cumulative aesthetic impacts would be less than significant.

3.1.5 Growth-Inducing Impact

As discussed in the Growth Inducement Technical Report (Appendix S to the Merriam Mountains Specific Plan Draft EIR, dated August 2007), the proposed project could potentially result in inducing growth in the project area by stimulating an additional 720 dwelling units that may not occur in the area without the proposed project. The addition of 720 dwelling units located within the immediate vicinity of the project site would still result in a rural community with pockets of high-density development. Therefore, the overall community character of the project area would not significantly change due to the potential growth that could result from implementation of the proposed project. Impacts would be less than significant.

Summary of Impacts

The following aesthetics impacts have been identified.

- | | |
|-------------|---|
| Impact AE-1 | The project would cause encroachment into insignificant steep slopes. |
| Impact AE-2 | The project would degrade the vividness and intactness/unity of the visual environment for motorists from the following public viewpoints: northbound along I-15 and along Mountain Meadow Road. |
| Impact AE-3 | Impacts to the intactness/unity and visual character for passing motorists on the improved portion of Deer Springs Road/Twin Oaks Valley Road due to the introduction of manufactured cut-and-fill slopes, a soil-nail wall, fencing/netting, and sound walls, removal of vegetation, and the overall increase in the extent of the paved surface of the Deer Springs Road roadbed. |
| Impact AE-4 | The project would cause impacts to the visual character due to the dominance of the commercial area in the southeastern area of the site and the extent of grading and residential development throughout the site. |

3.1.6 Mitigation Measures

- | | |
|--------|--|
| M-AE-1 | The RPP includes the following goals and guidelines with respect to treatment of |
|--------|--|

insignificant steep slopes: Grading techniques such as slope rounding and contour grading, benching of slopes and landscape features. .

M-AE-2a Mitigation for visual impacts from I-15 and Mountain Meadows Road would be accomplished by the following measures required during the site plan review:

Grading

General Grading. Grading plans shall be designed to retain the natural shapes of the landform and reflect the topographic features of the terrain. Long, continuous straight slopes shall be avoided when they have hard edges and no transition areas at the top and the toe of slope. *Grading in Open Space Areas.* Grading will be prohibited in natural open space lots, except for trail placement, placement of utilities, or facilities associated with access and maintenance.

Contour-Grading Techniques. Contour-grading techniques reflecting the character of existing significant natural features shall be utilized. Techniques include the following:

- Use variable slope gradients with smooth, rounded cuts.
- Round off toe and crest of slopes.
- Blend graded slope contours with the natural topography.
- Utilize vegetation to alleviate sharp, angular slopes.
- Design drainage courses to blend with the natural or manufactured terrain.

Contour grading techniques are proposed, including blending of graded slope contours with the natural topography, use of variable slope gradients with smooth, rounded cuts, and rounding off the toe and crest of slopes. The Vesting Tentative Map (VTM) identifies bench areas approximately every 30 feet in vertical height along proposed cut/fill slopes, which is consistent with the County Grading Ordinance. The placement of bench slopes every thirty feet in height would allow a collection of native and drought-tolerant plantings including small, medium and large-scaled shrubs to screen the slopes in an irregular pattern.

Maximum Cut-and-Fill Slopes. The maximum fill slope ratio allowed shall be 1.5:1, and a maximum 1:1 ratio shall be allowed on cut slopes. Slope ratios are subject to the recommendations of the geotechnical engineer and landscape architect and concurrence from the Department of Public Works. Absent specific recommendations, the maximum fill slope ratio shall be 2:1, and the maximum

cut slope ratio shall be 1.5:1 for slopes less than 15 feet in height and 2:1 for slopes greater than 15 feet in height.

Landscaping

The landscape development for the project shall be designed in order to convey the rural character of the Twin Oaks Valley region and enhance the integration of the community into the existing environment. All plantings will be irrigated fire safe and from the approved list from the County of San Diego Guidelines. At the discretion of the landscape architect, slope grading will be done to allow development of pockets of soil and growth of native and drought-tolerant plants, including small, medium, and large shrubs to screen the slopes in an irregular pattern. Enhanced landscaping will provide screening to blend with the existing vegetation cover and shall include native and drought-tolerant plants, including small, medium, and large shrubs to screen the slopes in an irregular pattern. M-AE-2b The project shall incorporate a design review by the County of San Diego prior to issuance of development permits as part of the B Special Area Designators, which is required in the SP area as a result of being located in the I-15 scenic corridor. The design review would ensure that the site plan, parking and circulation, lighting, landscape design, public utilities, and architectural design are in harmony with the surrounding community, natural features, and site topography. In addition, large manufactured slopes would be contour-graded and rounded to blend with the natural topography. Large manufactured slopes would also be landscaped where feasible with appropriate native plant materials in accordance with the fire protection plan, and would be visually consistent with the surrounding natural vegetation.

M-AE-3a Manufactured slopes consisting of cut native rock created by widening Deer Springs Road shall be varied in slope and texture. Techniques will include staining of cut slopes of exposed rock faces to resemble aged rock, in order to shield the manufactured appearance and blend new slopes with existing rocks and slopes in the same area along portions of Deer Springs Road as appropriate and approved as part of the final landscape plans.

M-AE-3b Manufactured slopes created by widening Deer Springs Road shall be subject to landscape plans that include vegetation to blend the manufactured slopes with the existing vegetation cover in the immediate vicinity. Grading Plans shall specify that the cut face shall be serrated to create “pockets” in which shrubs can take hold, to achieve a shrub cover similar to the surrounding area. Enhanced landscaping will provide screening to blend with the existing vegetation cover and

shall include native and drought-tolerant plants, including small, medium, and large shrubs to screen the slopes in an irregular pattern. The landscaping located in this area shall be maintained by the Merriam Mountains Homeowners Association (HOA).

As seen in Chapter 8 of the Specific Plan (Appendix C to this EIR) the proposed project incorporates a combination of proposed plantings in conjunction with an applied staining treatment to the rock slope face (see M-AE-3a) that will ensure the proposed cut/fill slopes are integrated into the surrounding hillsides. The proposed bench slopes and selected plantings included in the hydroseed mix will further ensure the proposed landscape palette can be established and maintained. The HOA will ensure landscaped slopes are maintained to prevent irrigation systems from becoming visible. Contour grading techniques are proposed including blending of graded slope contours with the natural topography, use of variable slope gradients with smooth, rounded cuts, and rounding off the toe and crest of slopes (see M-AE-2a).

The slope treatments recognize the challenges of grading and landscaping in steep and rocky terrain and M-AE-2a requires that slope treatments be reviewed by the geotechnical engineer, landscape architect, and the Department of Public Works (DPW). Recommendations based on these reviews will be implemented with the proposed project. The recommended planting list has been created to allow for plants to be planted along proposed cut/fill slopes based on the soils identified in the geotechnical report. The plants selected for slope plantings include a combination of deep-rooted trees, shrubs and groundcovers, and grasses that are likely to be successful based on vegetation that is present along existing cut/fill slopes. The planting palette has been designed to ensure the proposed cut/fill slopes are integrated into the surrounding hillsides.

- M-AE-3c The soil-nail wall located near the intersection of Merriam Mountains Parkway/Deer Springs Road shall be textured and stained to blend with the natural topography. Mature vegetation consisting of trees will be placed between the proposed trail along Deer Springs Road and the face of the wall within the project limits. The planted trees located in this area shall be maintained by the Merriam Mountains HOA.
- M-AE-3d Sound walls constructed along Deer Springs Road shall be colored and textured, and shall vary in height (not less than the required height) to create visual interest and reduce visual dominance.

- M-AE-3e Netting and/or fencing shall be painted/stained to match the color of the surrounding rock. This is to be maintained by the Merriam Mountains HOA.
- M-AE-4 Mitigation for impacts to visual character would be accomplished by Mitigation Measures M-AE-1, M-AE-2a, and M-AE-2b.

3.1.7 Conclusion

Implementation of the project would result in impacts to insignificant steep slopes (Impact AE-1). Impacts to insignificant steep slopes would be reduced to a level below significance through implementation of Mitigation Measure M-AE-1, because grading techniques would be required that would make steep slopes appear more natural and provide for enhanced landscape slope rounding and contour grading and benching of slopes and landscape features.

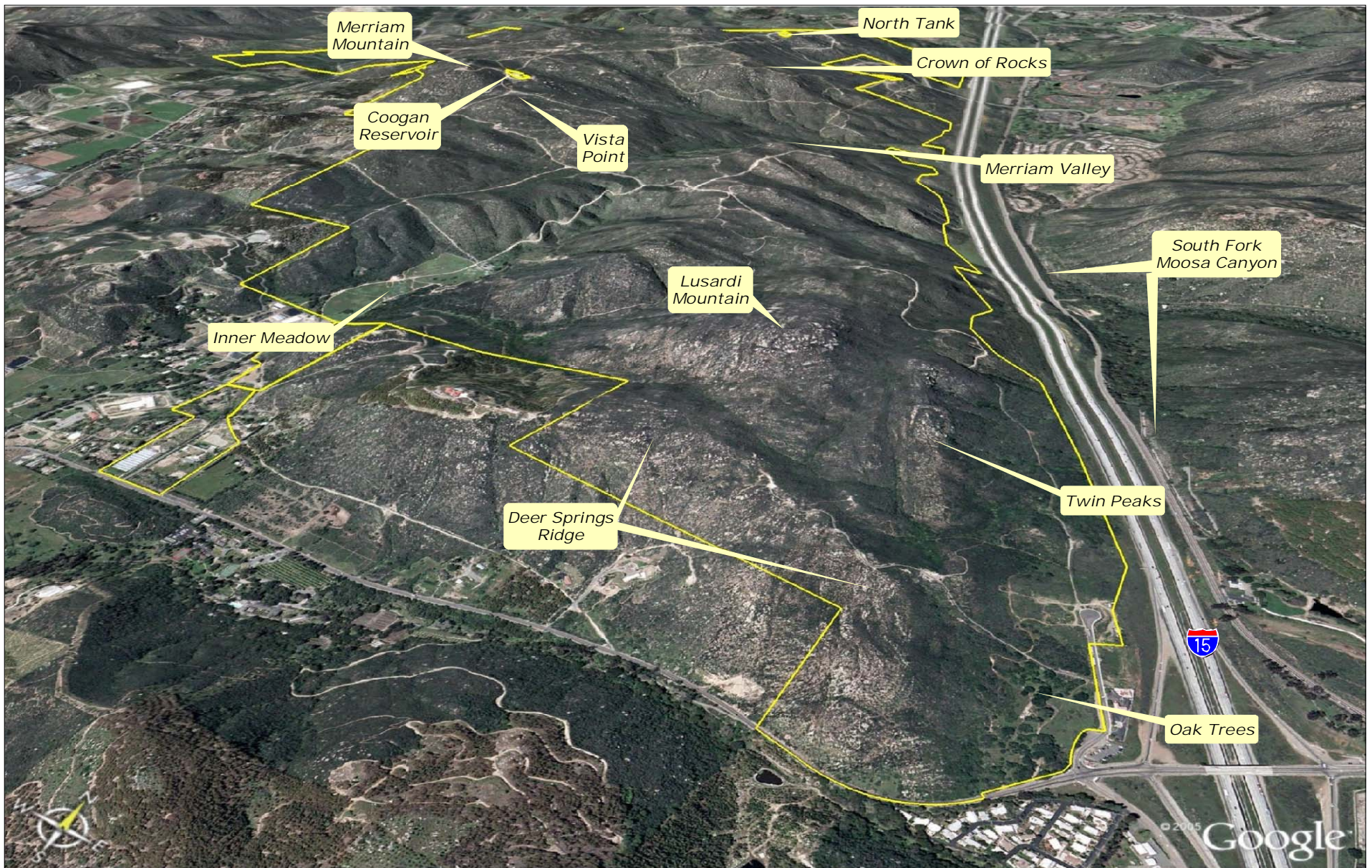
Implementation of the project would result in potentially significant aesthetic impacts to the vividness and intactness/unity of the visual environment from public views for northbound travelers along I-15 and motorists along Mountain Meadow Road (Impact AE-2). Impacts to the vividness and intactness/unity would be reduced to a level below significance with implementation of Mitigation Measures M-AE-2a and M-AE-2b, because the project has been designed to minimize impacts through landscaping techniques; contour grading; and design review, which would be completed prior to issuance of building permits.

Impacts to the vividness/intactness/unity and visual character for passing motorists due to the introduction of manufactured cut-and-fill slopes, a soil-nail wall, sound walls, removal of vegetation, and the overall increase in the scale of the paved surface of Deer Springs Road would be significant (Impact AE-3). Implementation of Mitigation Measures M-AE-3a through M-AE-3e would reduce impacts by blending manufactured slopes with the existing topography and staining the exposed rock surface, which would provide visual continuity, and using contour grading in the flatter manufactured slope areas to blend the graded hillsides with remaining natural vegetation. Existing mature vegetation would be retained along the roadway wherever possible and would provide a backdrop for the noise walls in some locations (Figure 3.1-26A). Textured treatments would be provided on the noise walls along with appropriate colors to blend in to the existing visual environment.

Together, the cut slope and noise walls would occupy about 37% of one side or the other of the approximately 2.1 miles of Deer Springs Road improvements, with about 63% without manufactured slopes or noise walls (if one considers the total linear extent of both sides of the roadway, the manufactured slopes and noise walls would occupy about 19% of the total linear extent of the Deer Springs Road improvements). The manufactured slopes and noise walls would however, introduce urban elements into the existing visual landscape. The majority of the

manufactured slopes and noise walls (approximately 1,400-foot cut slope on the north side of Deer Springs Road and approximately 1,040-foot noise wall on the south side of Deer Springs Road adjacent to the mobile home park) would be closer to I-15 and other existing urban elements (gas station, fire station, mobile home park) at the easterly end of the proposed improvements. Moving westerly along the alignment, introduced urban elements are limited to intermittent noise walls. In summary, introduction of urban elements, such as cut slopes and noise walls along the roadway, will be restricted to where necessary and this restriction, combined with the measures described in M-AE-3a through M-AE-3e, would reduce impacts to vividness/intactness/unity and visual character associated with the Deer Springs Road improvements to a level below significant.

The project on-site land uses would result in impacts to the visual character due to the dominance of the commercial area in the southeastern area of the site and the extent of grading and residential development throughout the site (Impact AE-4). Impacts would be reduced to a level below significance with implementation of Mitigation Measure M-AE-4 because design review prior to the issuance of building permits would be required for the commercial area in the southeastern area of the site and the extent of grading and residential development would ensure the proposed project design is compatible with adjacent land uses.

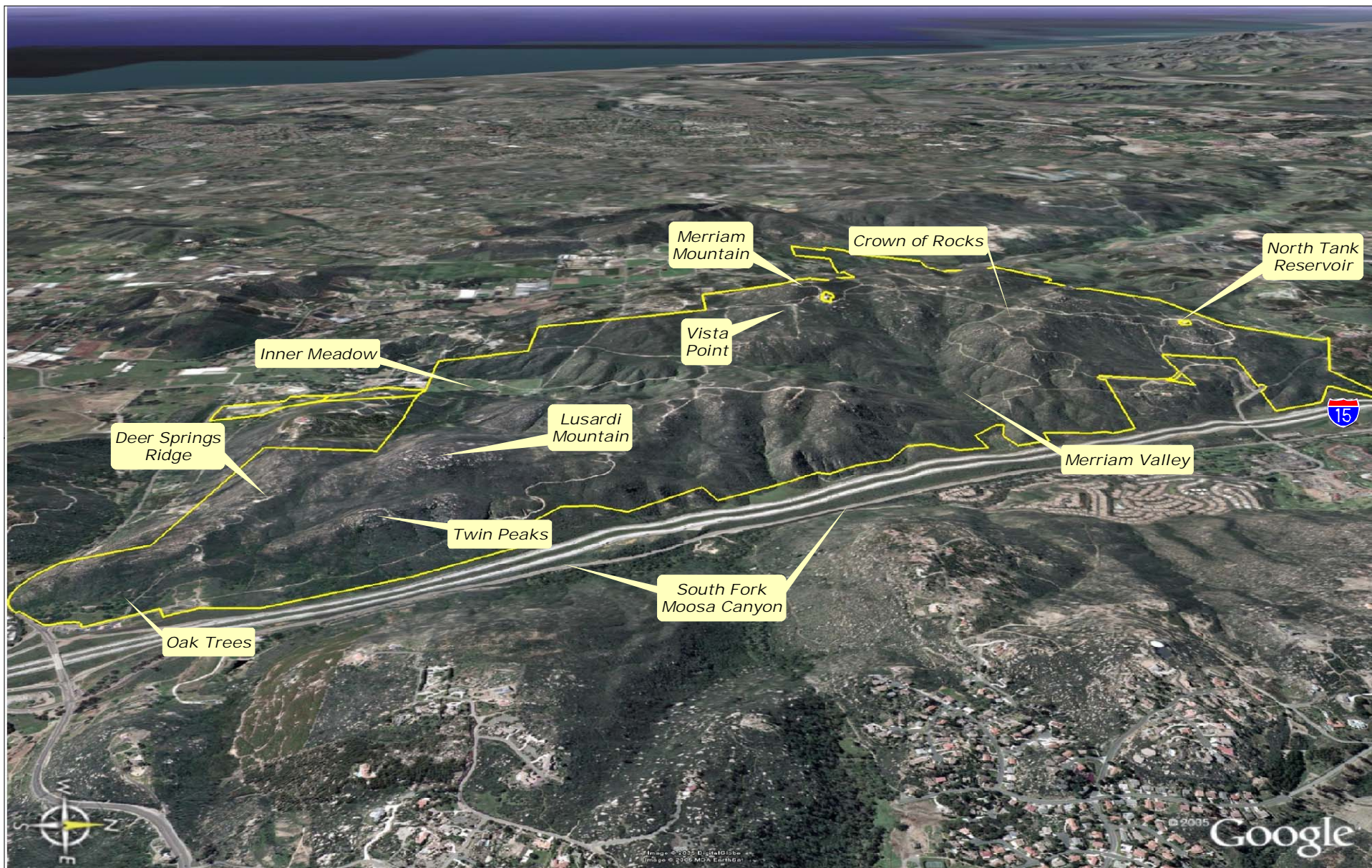


Visual Overview Looking North

FIGURE
3.1-1

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR



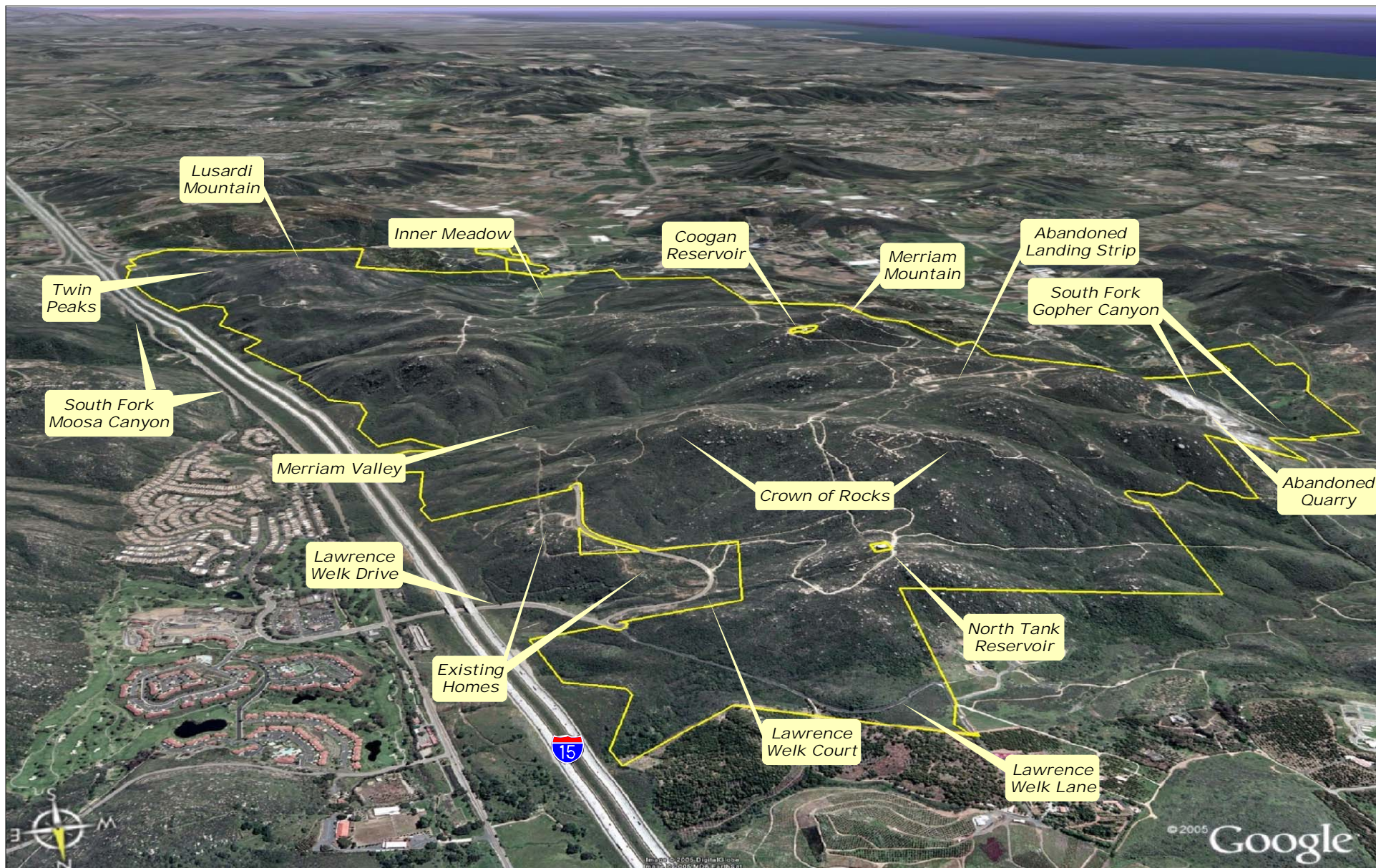


Visual Overview Looking West

FIGURE
3.1-2

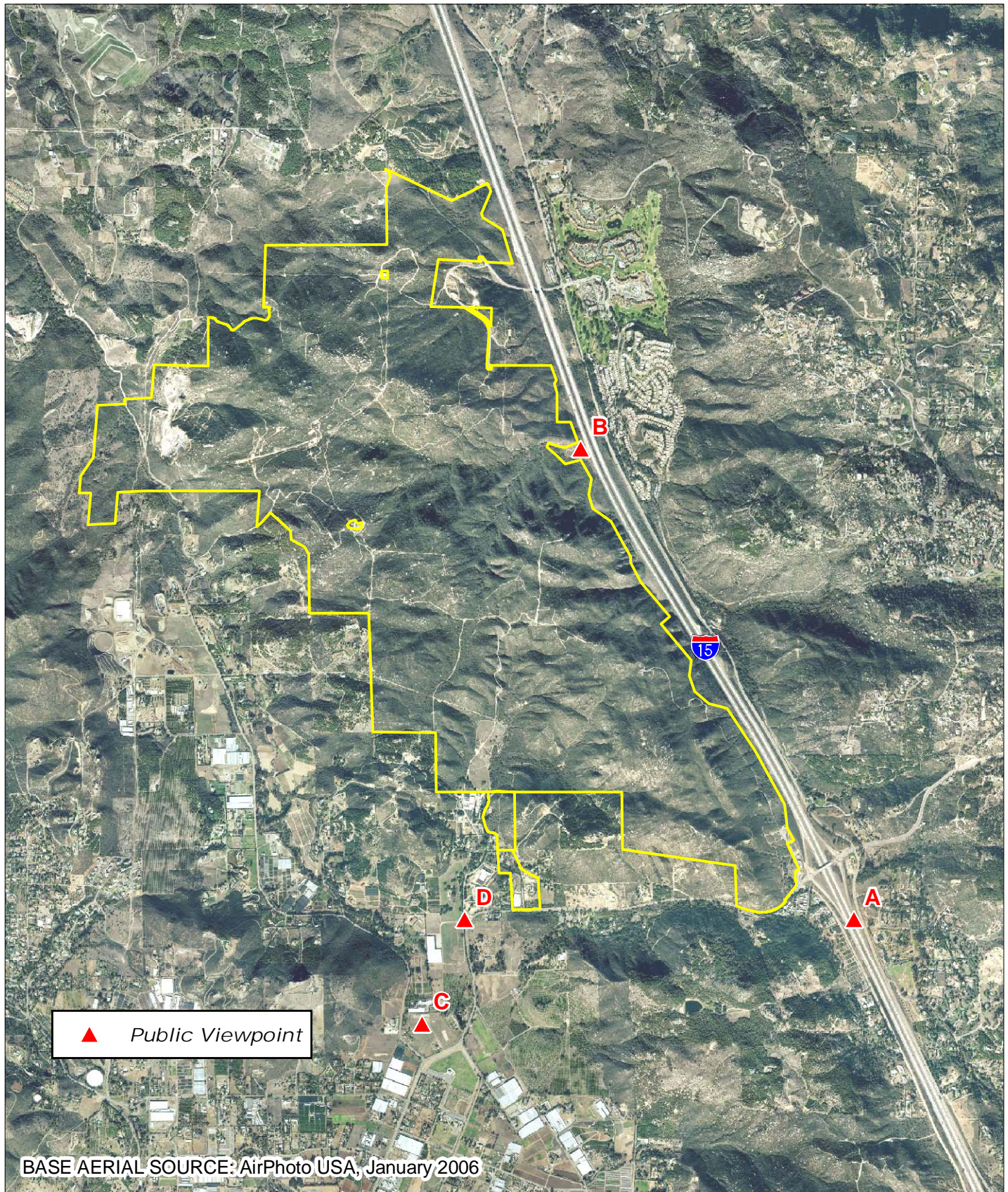
MERRIAM MOUNTAINS
SPECIFIC PLAN EIR





Visual Overview Looking South

FIGURE
3.1-3



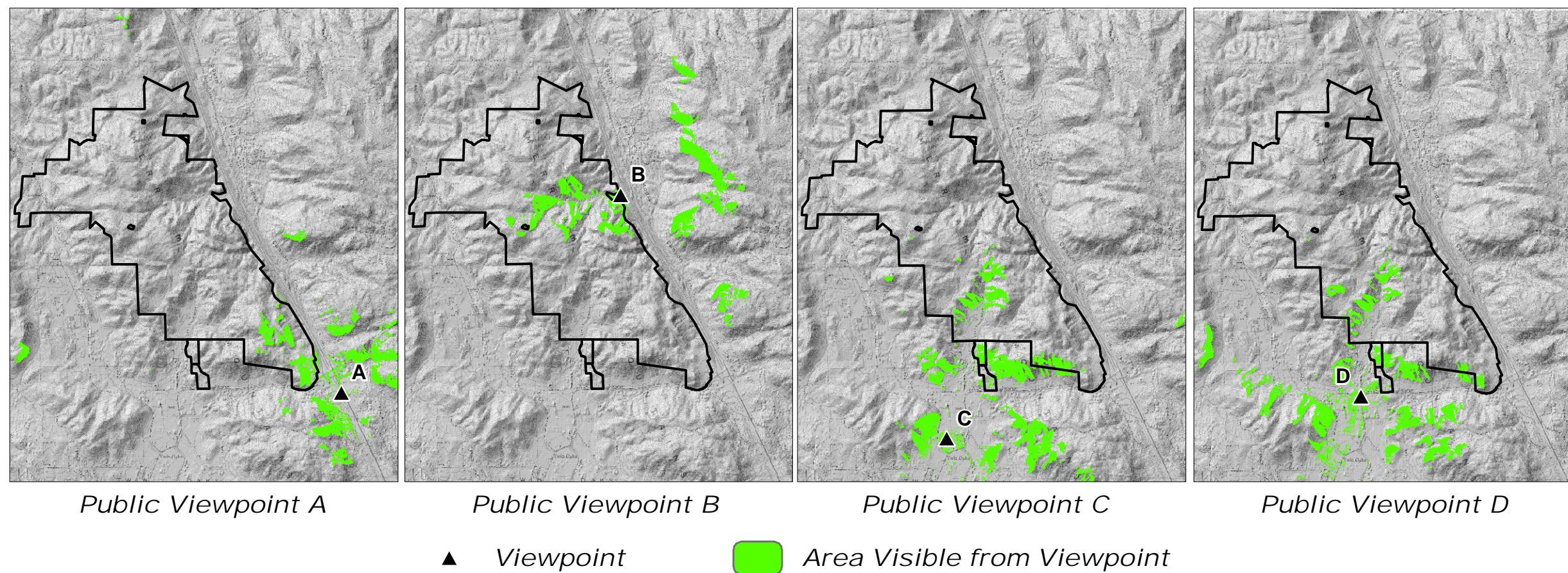
Viewshed Index Map for Public Viewpoints

FIGURE
3.1-4

**MERRIAM MOUNTAINS
SPECIFIC PLAN EIR**

0 1,500 3,000 6,000
Feet





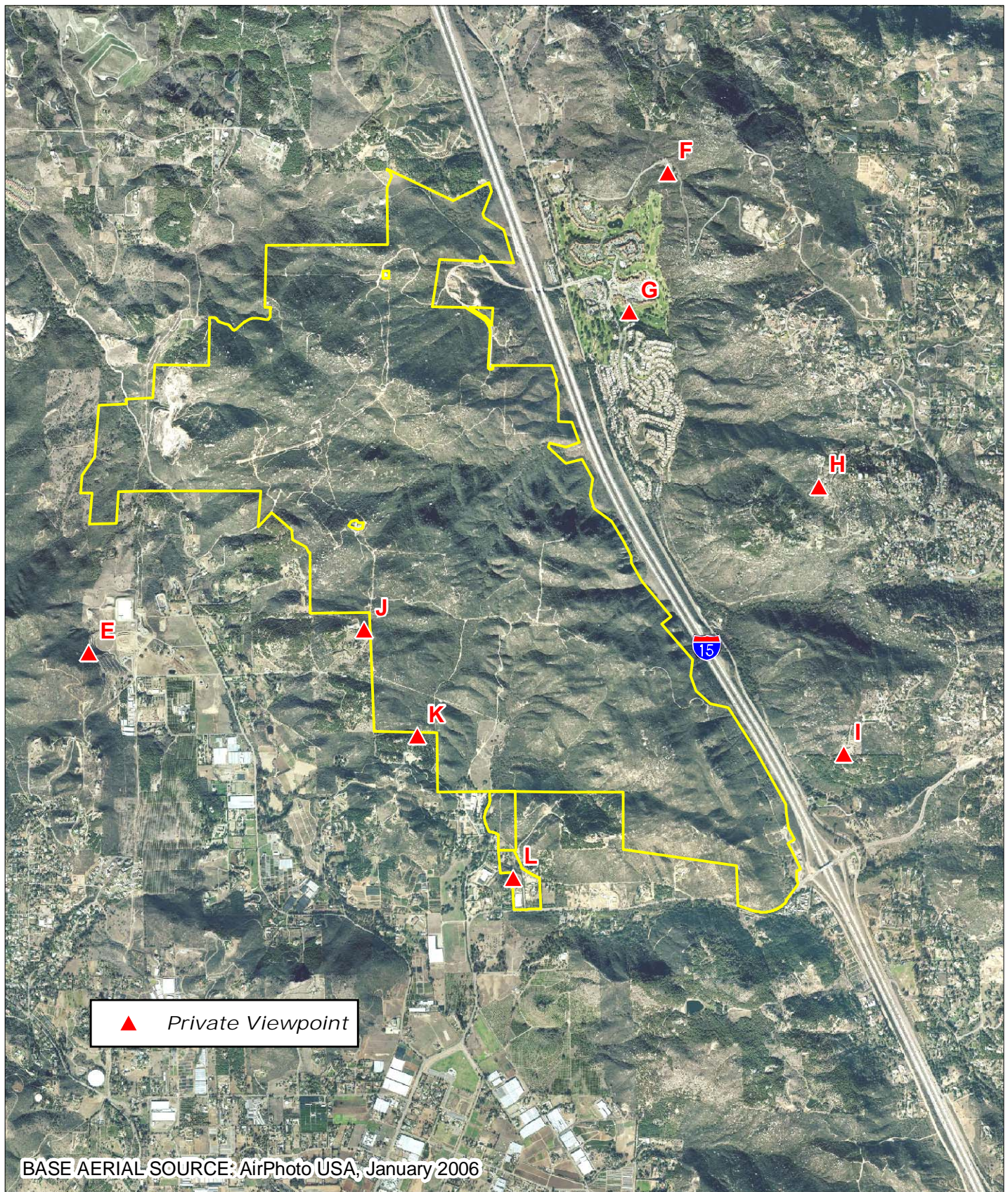
Viewshed Maps for Public Viewpoints

**MERRIAM MOUNTAINS
SPECIFIC PLAN EIR**

0 3,250 6,500 13,000
Feet



**FIGURE
3.1-5**



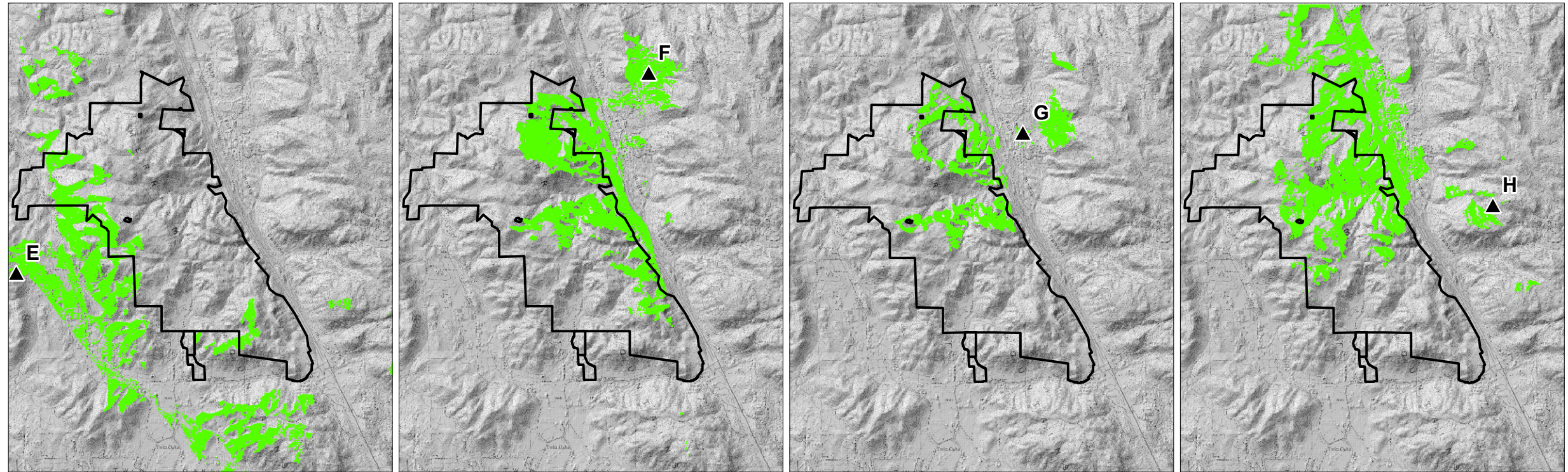
Viewshed Index Map for Private Viewpoints

FIGURE
3.1-6

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

0 1,500 3,000 6,000
Feet





Private Viewpoint E

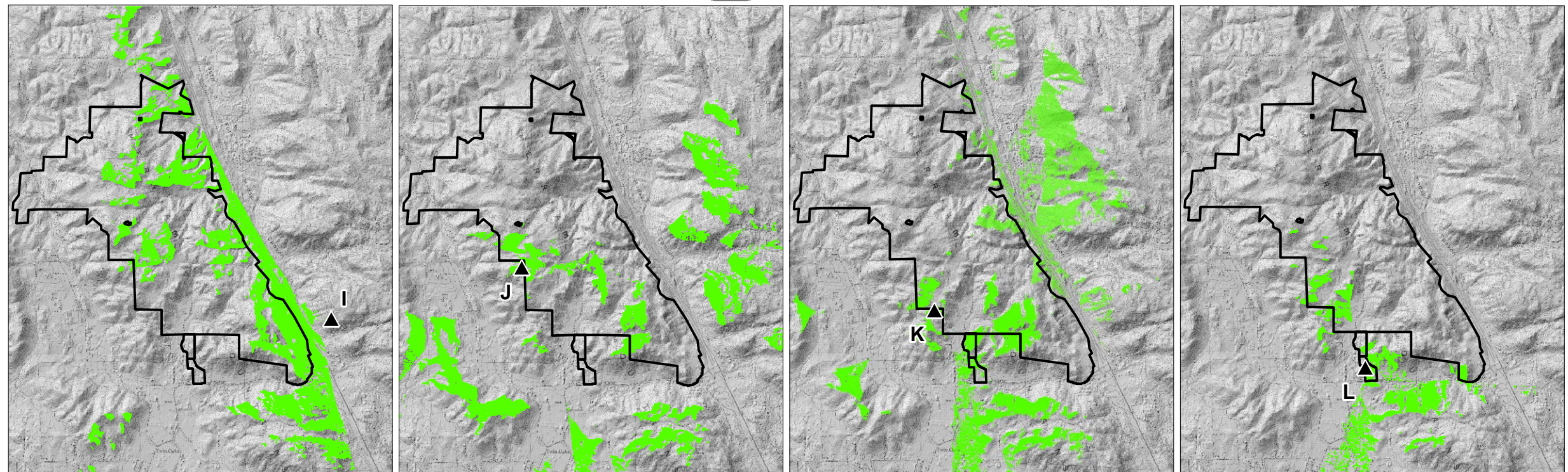
Private Viewpoint F

Private Viewpoint G

Private Viewpoint H

▲ Viewpoint

■ Area Visible from Viewpoint



Private Viewpoint I

Private Viewpoint J

Private Viewpoint K

Private Viewpoint L

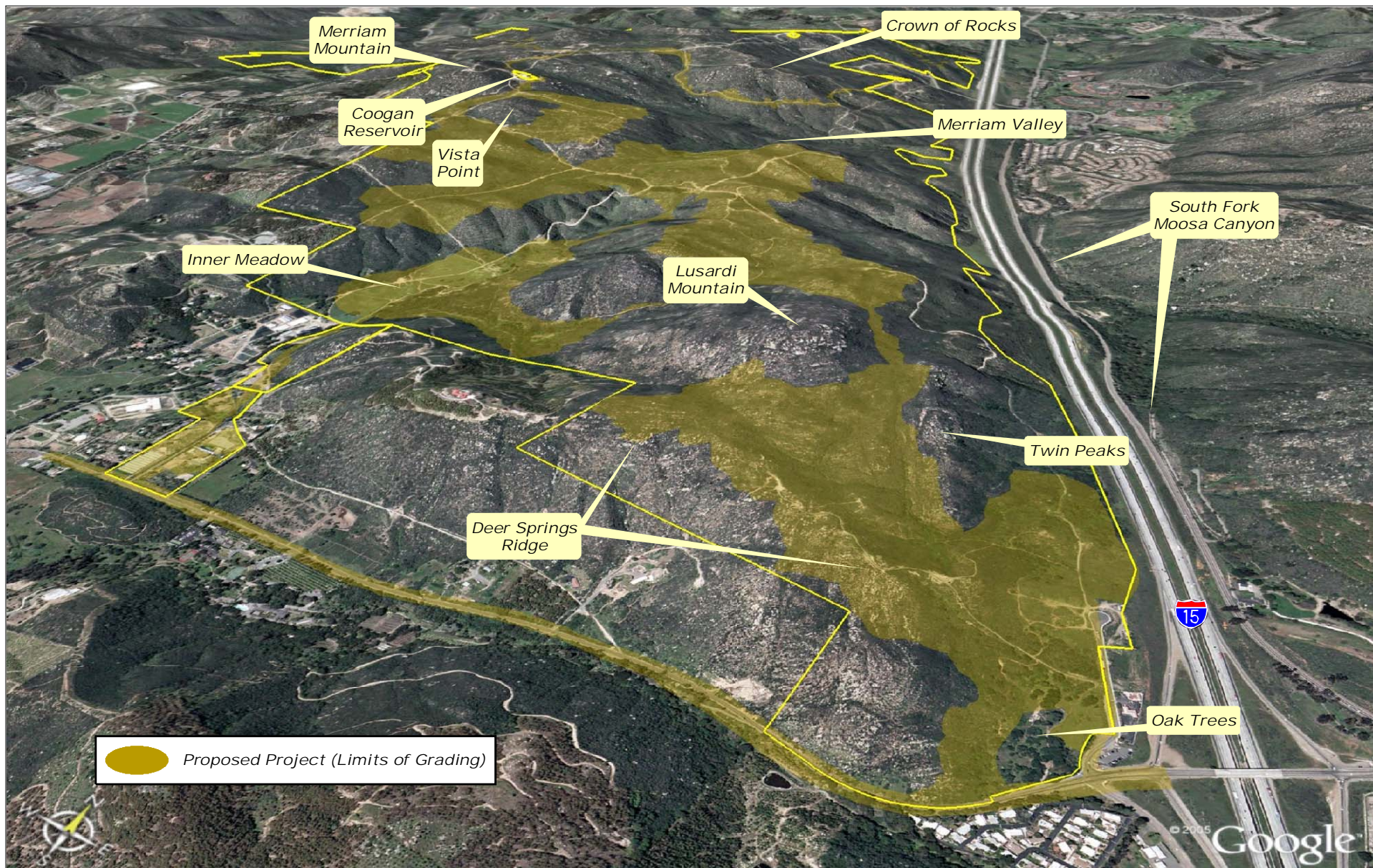
Viewshed Maps for Private Viewpoints

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

0 3,250 6,500 13,000
Feet



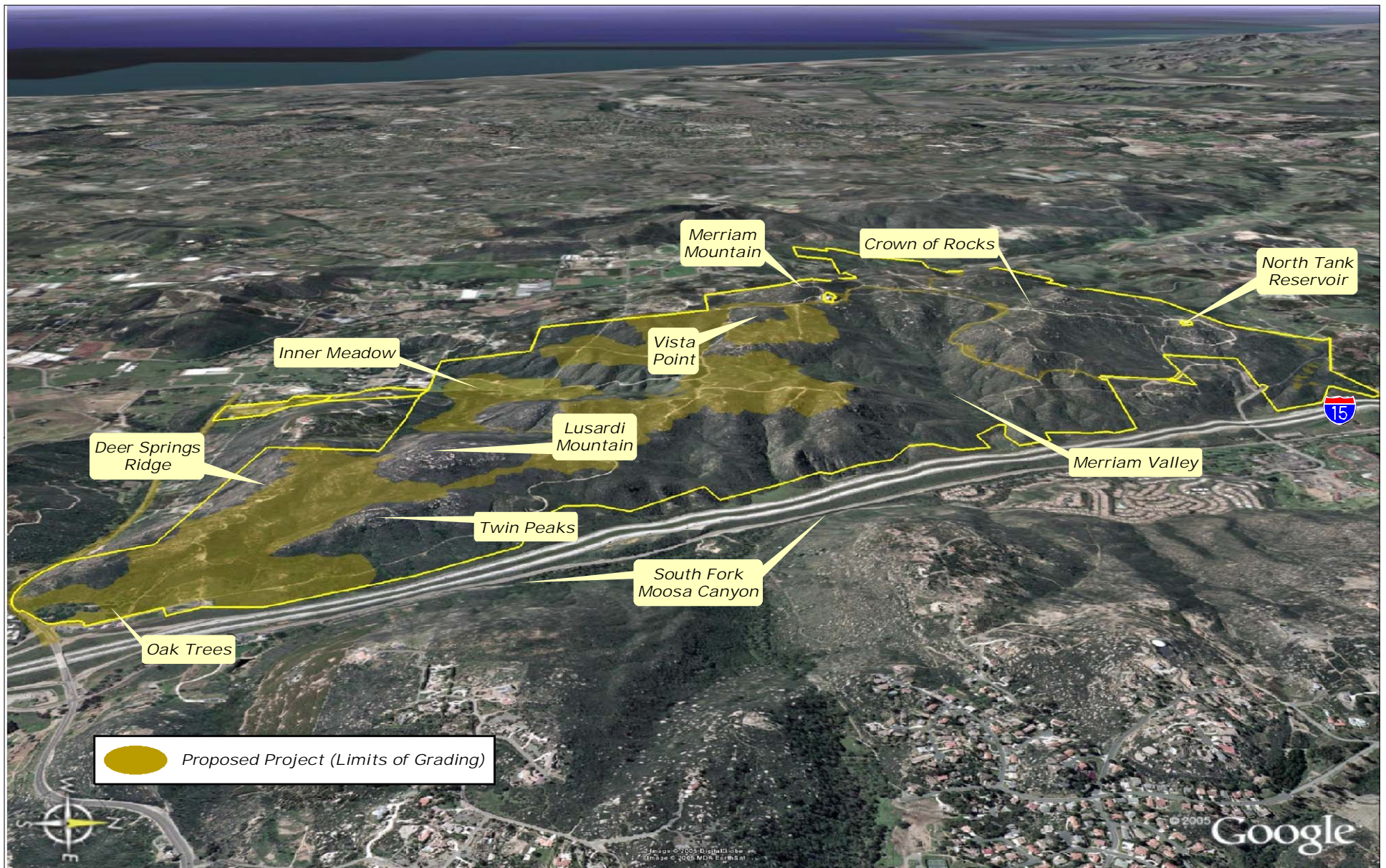
FIGURE
3.1-7



Visual Overview of Proposed Project Looking North

FIGURE
3.1-8





Visual Overview of Proposed Project Looking West

FIGURE
3.1-9

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR



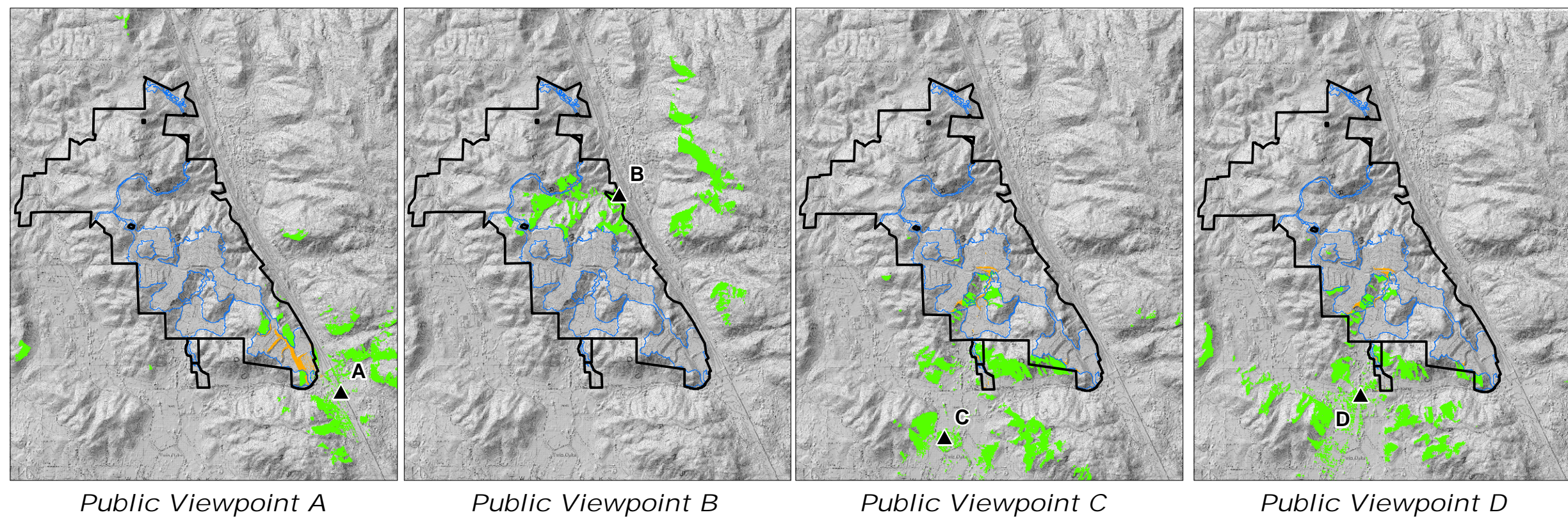


Visual Overview of Proposed Project Looking South

FIGURE
3.1-10

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR





▲ Viewpoint Proposed Limits of Grading Area Visible from Viewpoint Proposed Project Visible from Viewpoint

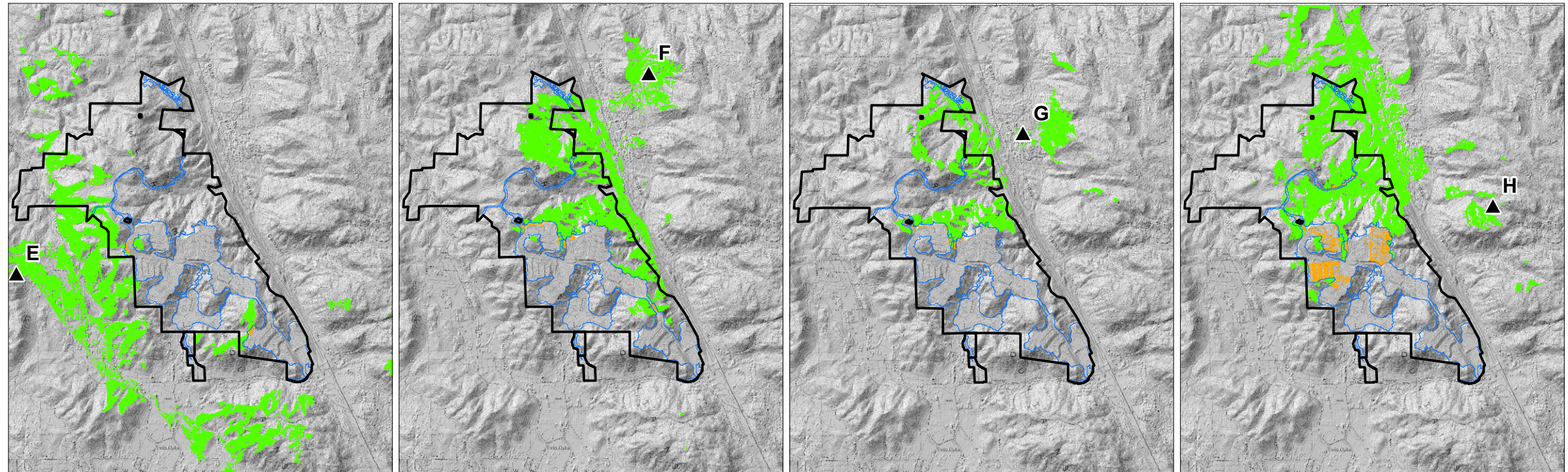
Viewshed Maps of Proposed Project for Public Viewpoints

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

0 3,250 6,500 13,000
Feet



FIGURE
3.1-11



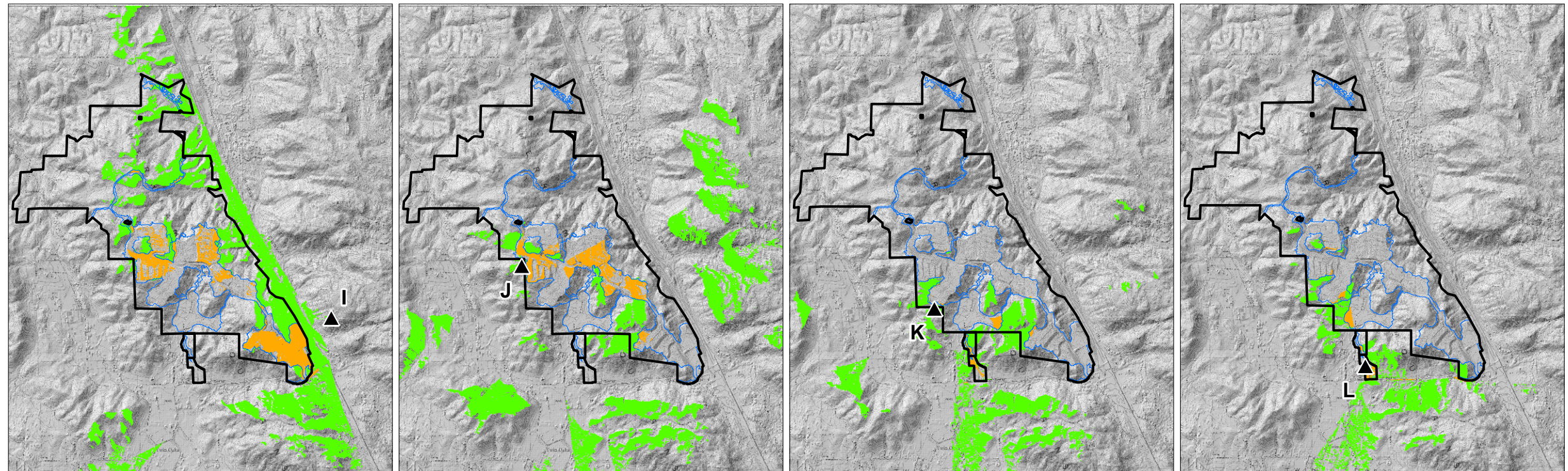
Private Viewpoint E

Private Viewpoint F

Private Viewpoint G

Private Viewpoint H

▲ Viewpoint □ Proposed Limits of Grading ■ Area Visible from Viewpoint ■ Proposed Project Visible from Viewpoint



Private Viewpoint I

Private Viewpoint J

Private Viewpoint K

Private Viewpoint L

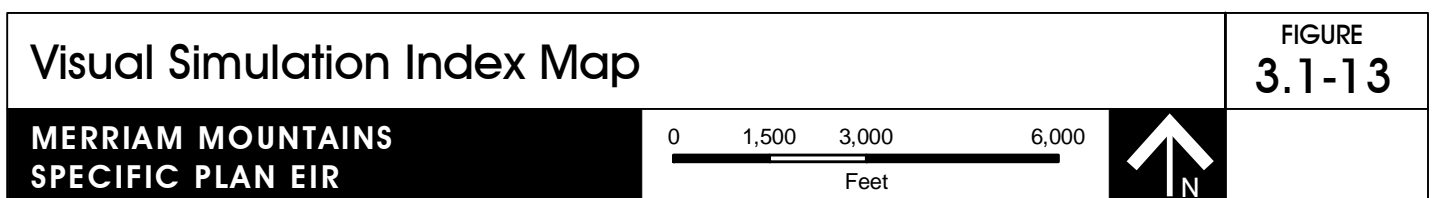
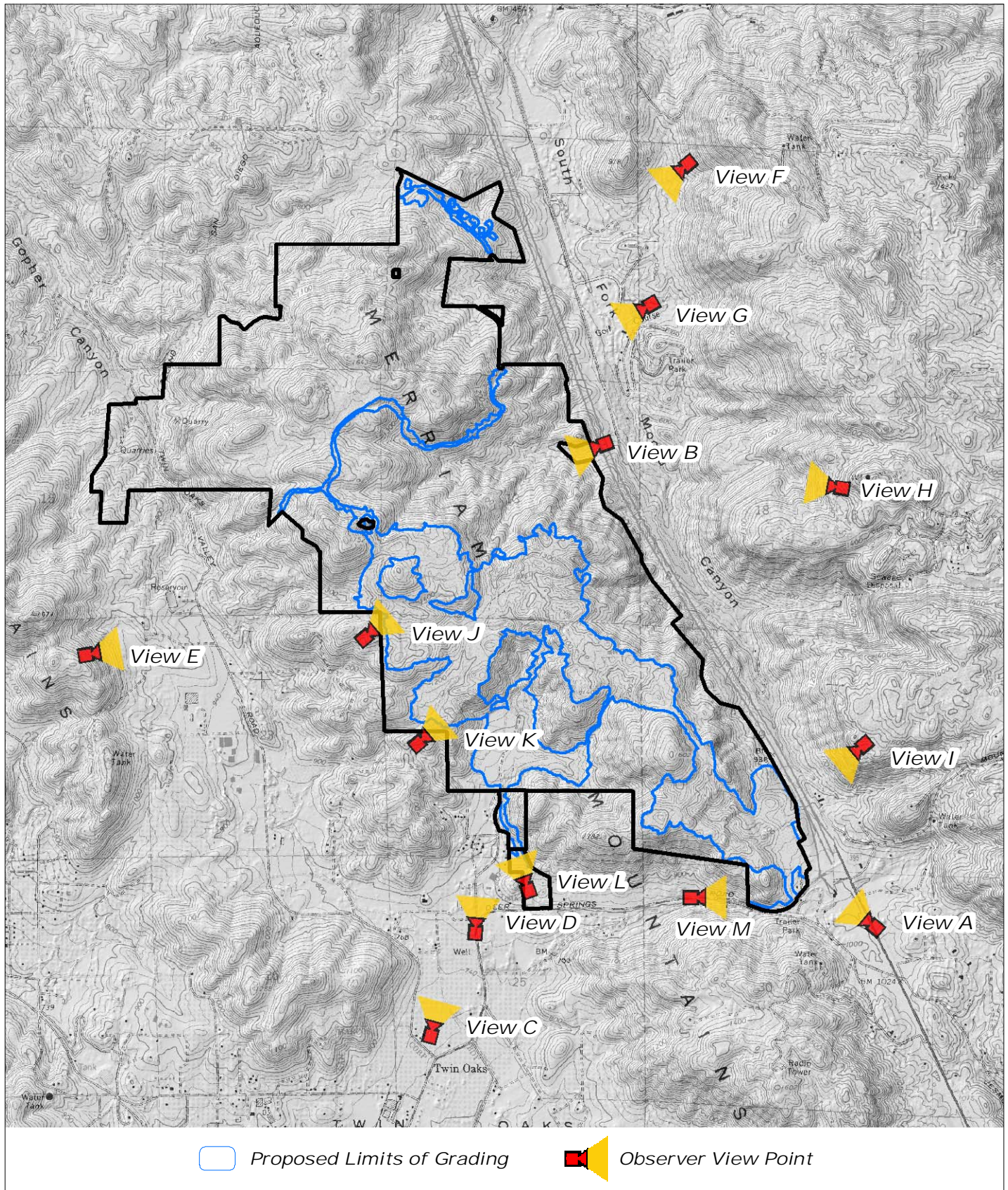
Viewshed Maps of Proposed Project for Private Viewpoints

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

0 3,250 6,500 13,000
Feet

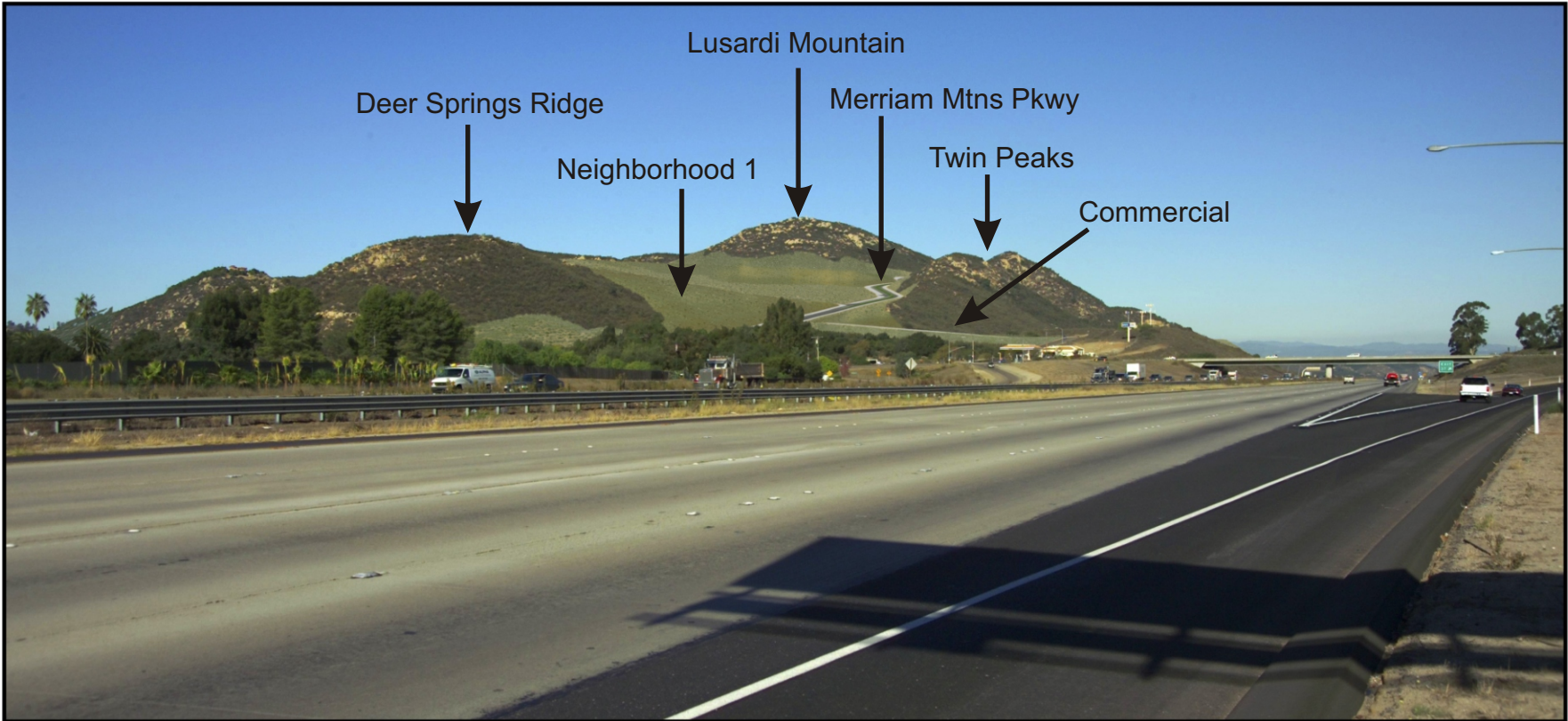


FIGURE
3.1-12

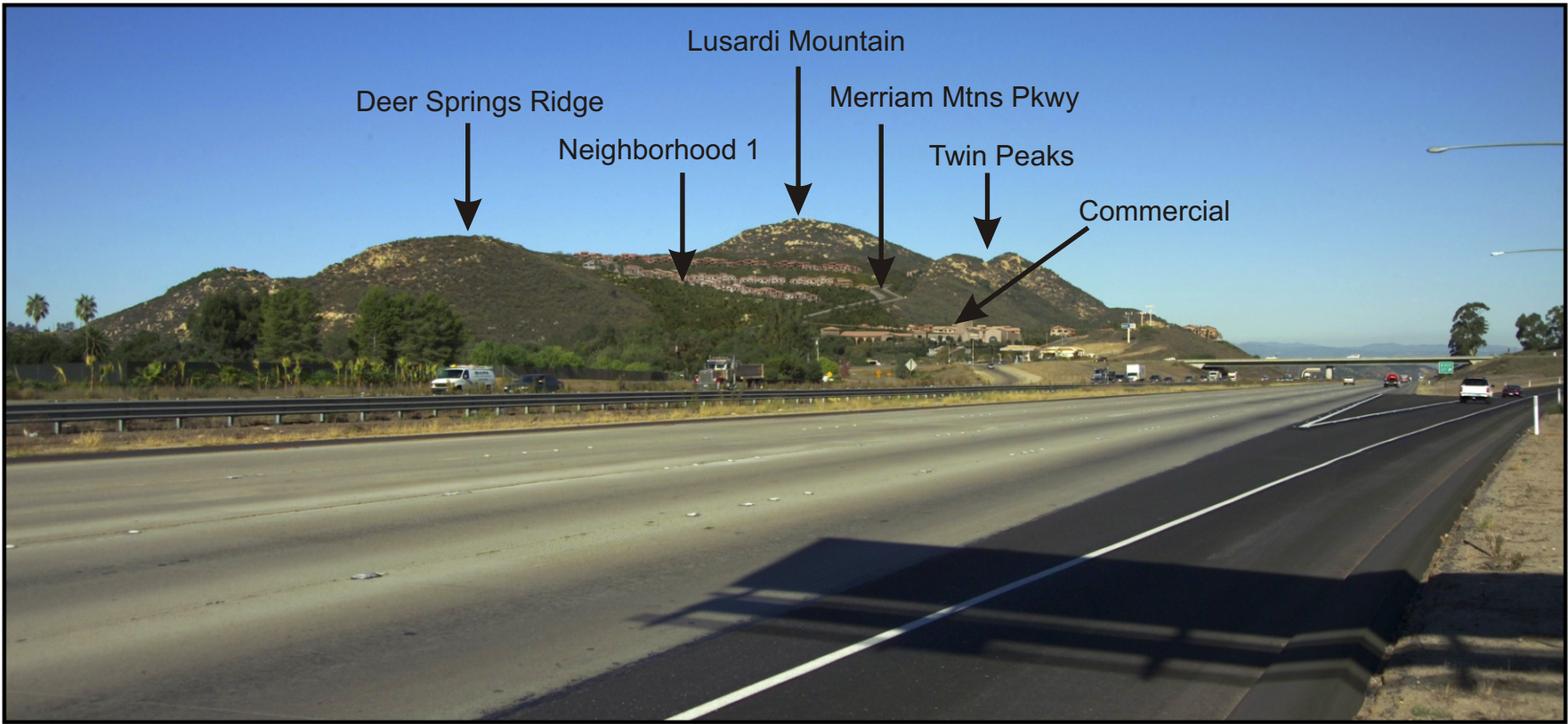




Existing Condition



Proposed Grading



View A

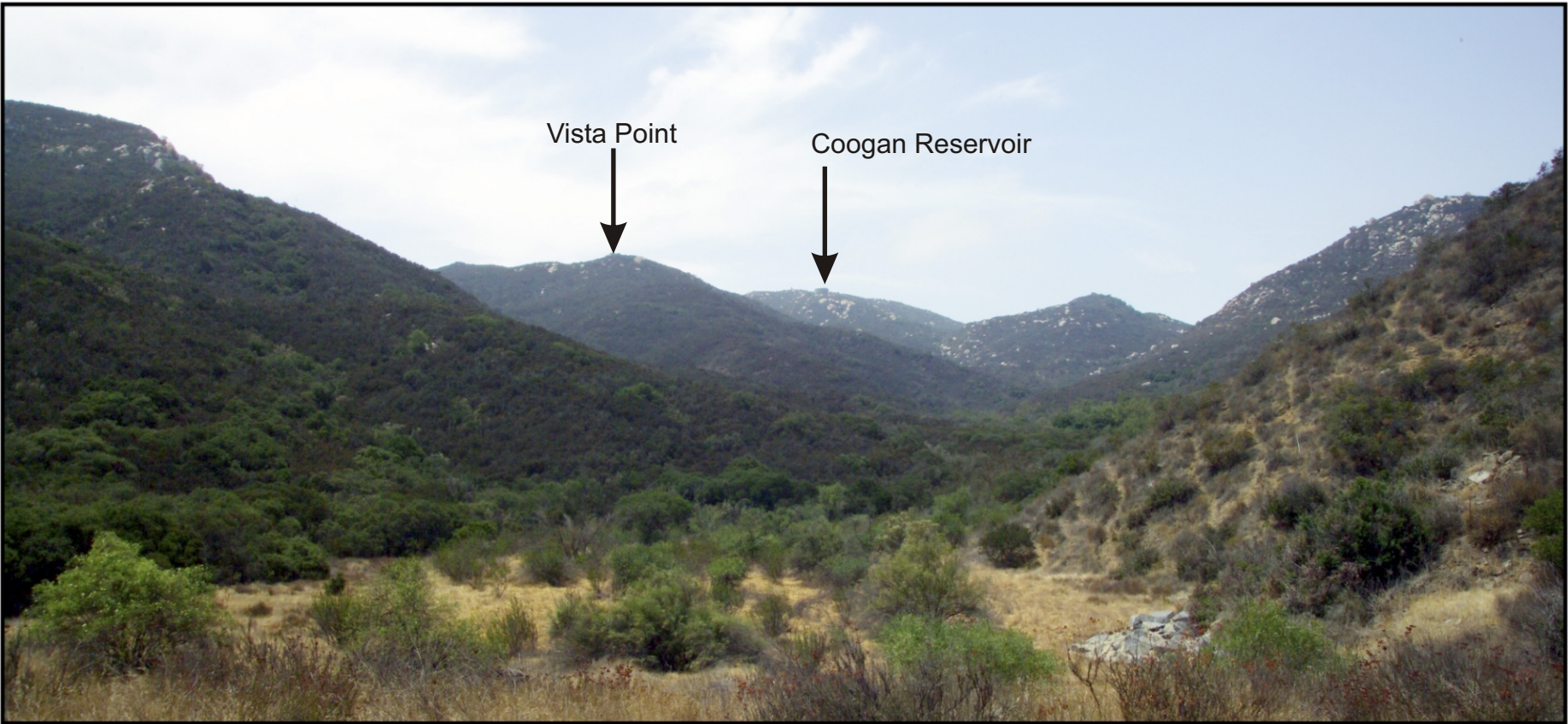
Proposed Condition

SOURCE: FOCUS 360

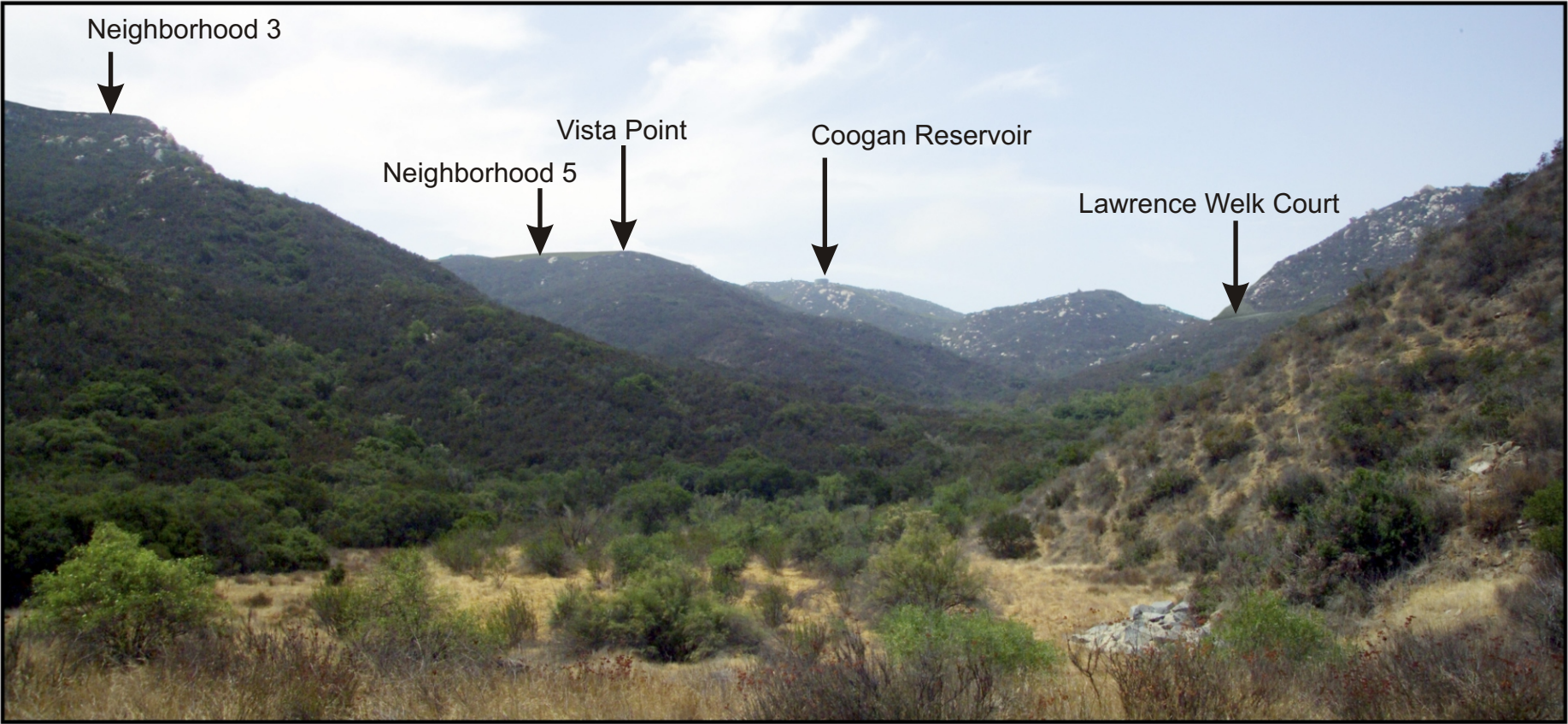
Visual Simulation A

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

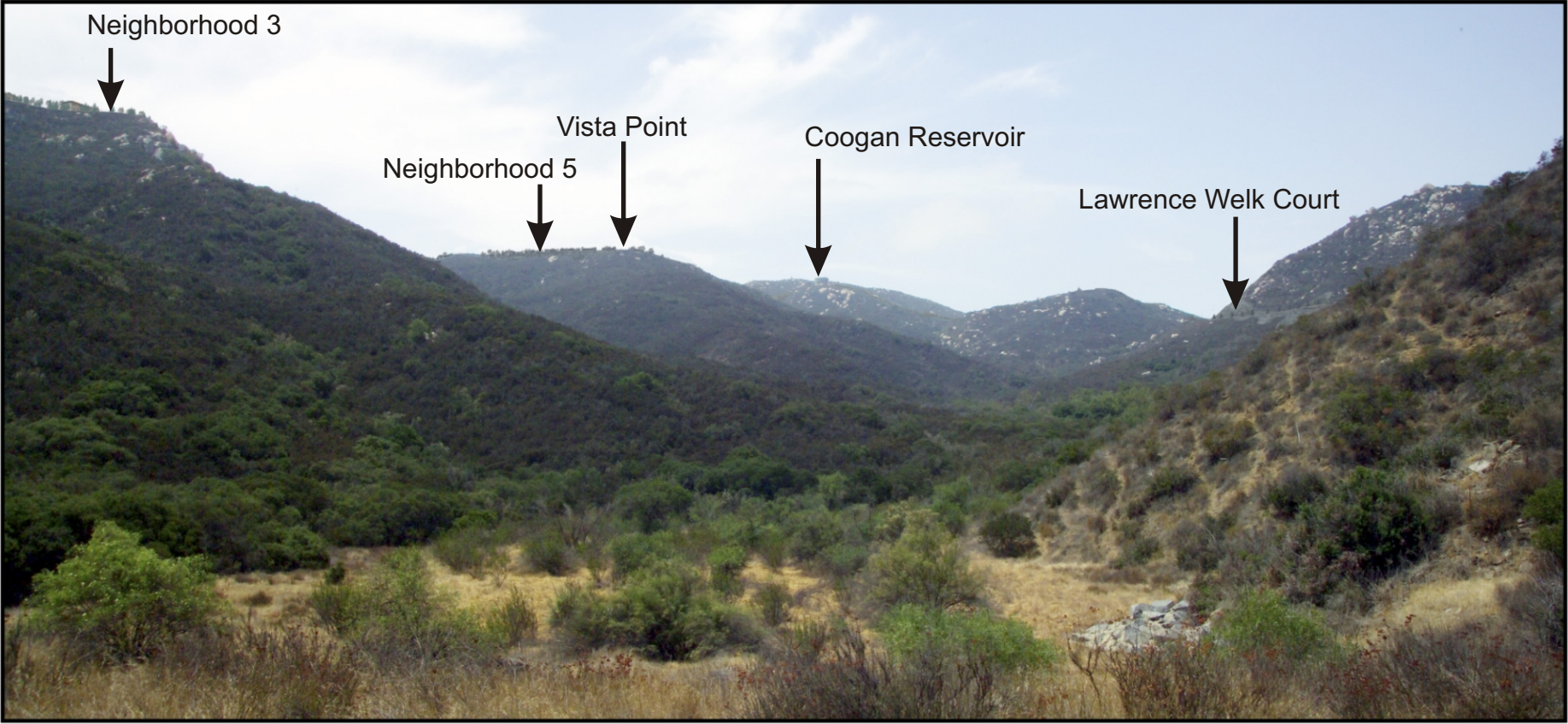
FIGURE
3.1-14



Existing Condition



Proposed Grading



View B

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation B		FIGURE 3.1-15
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading



View C

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation C		FIGURE 3.1-16
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading

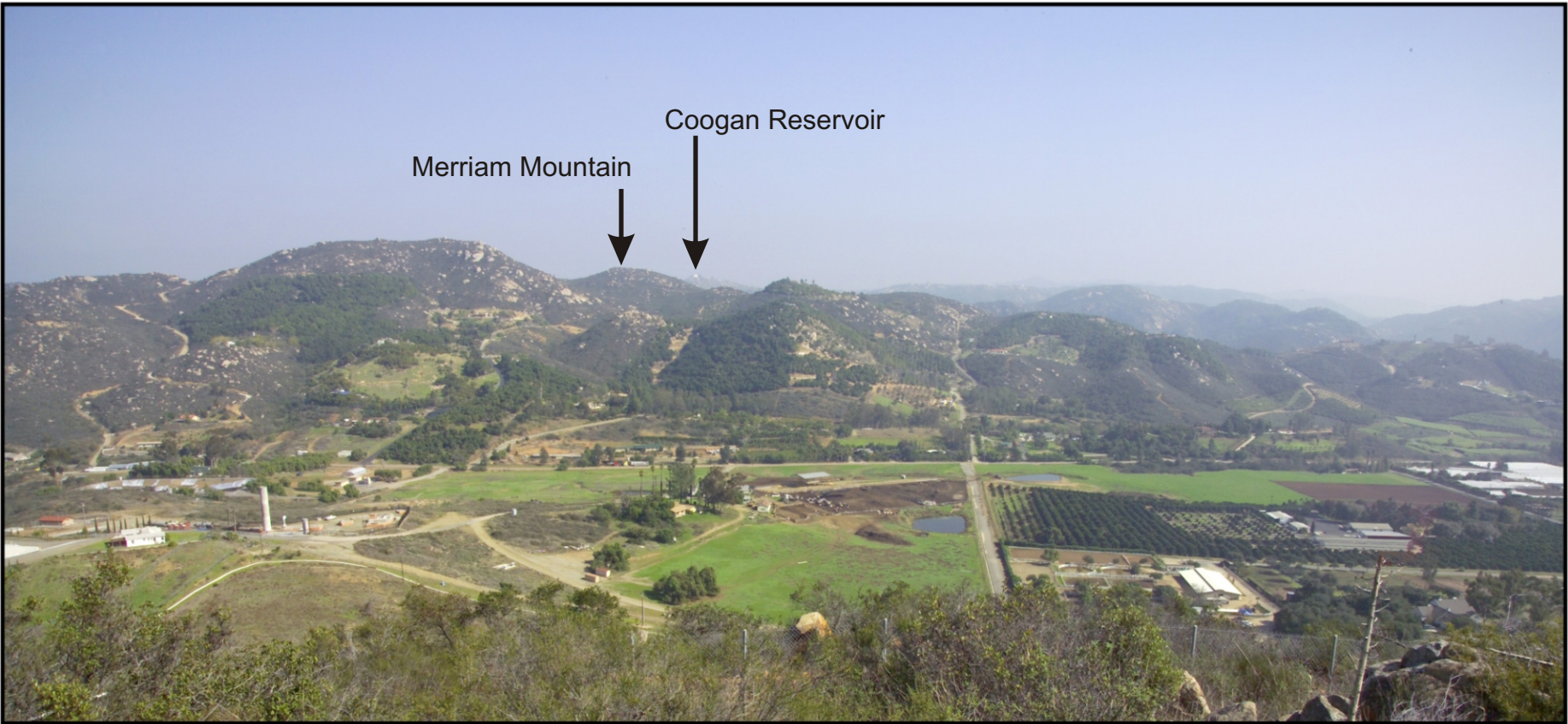


View D

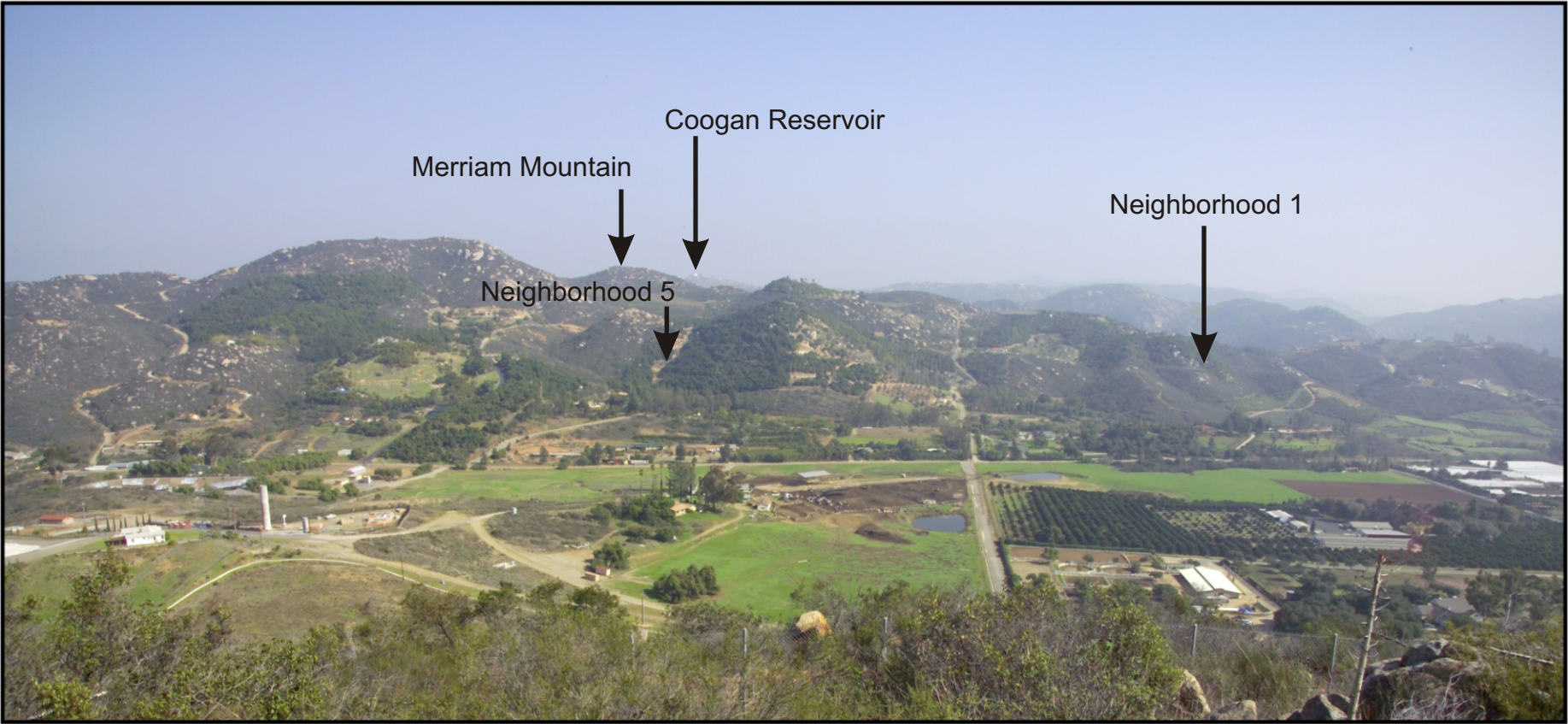
Proposed Condition

SOURCE: FOCUS 360

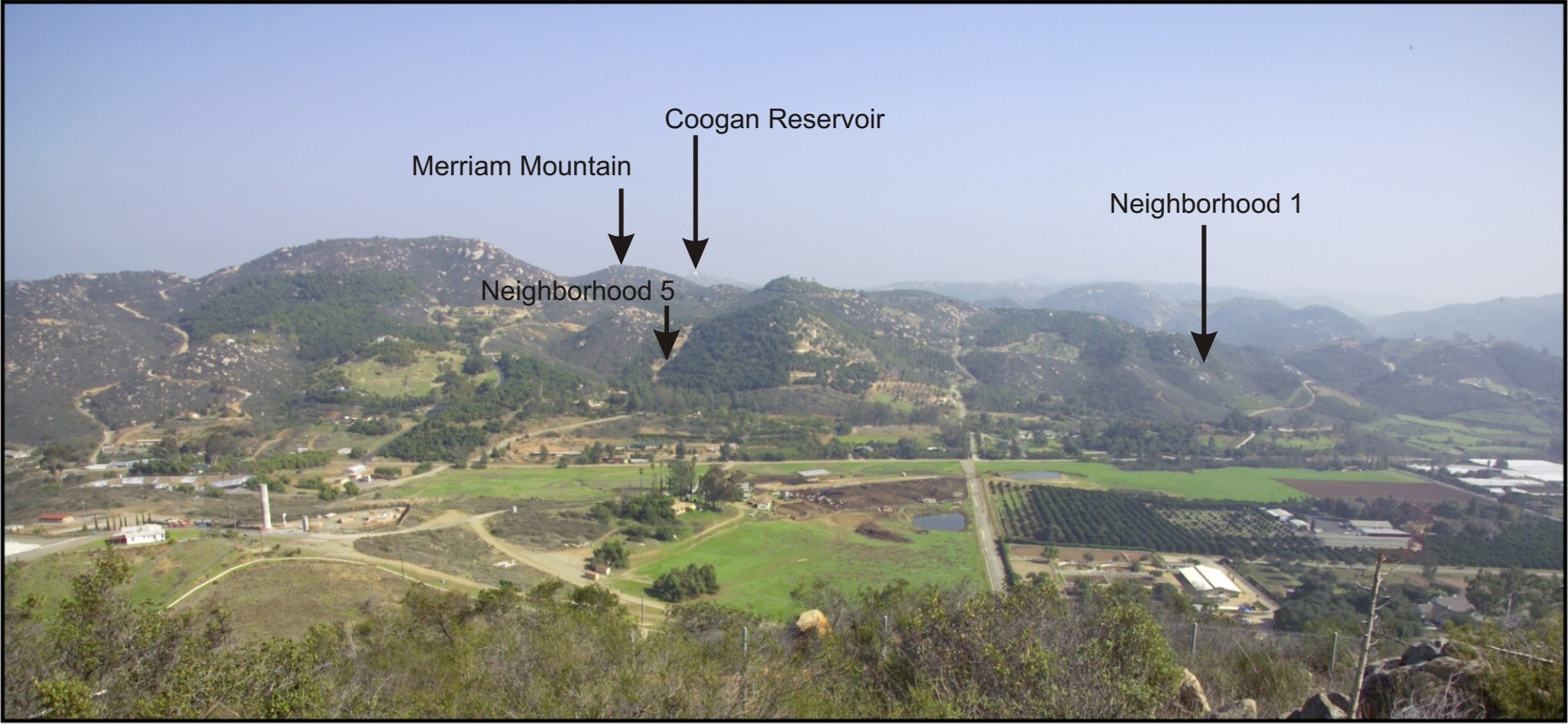
Visual Simulation D		FIGURE 3.1-17
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading



View E

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation E		FIGURE 3.1-18
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading



View F

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation F		FIGURE 3.1-19
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading

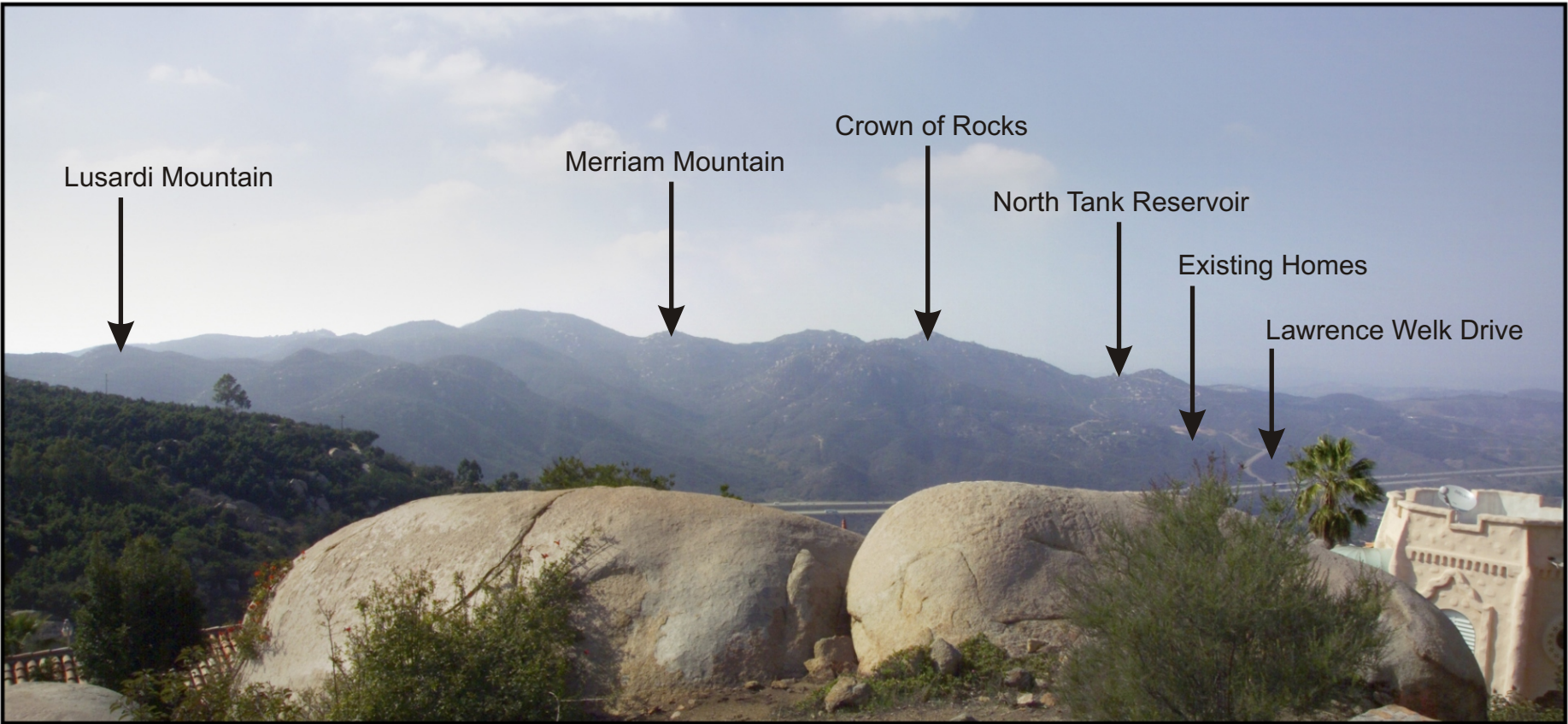


View G

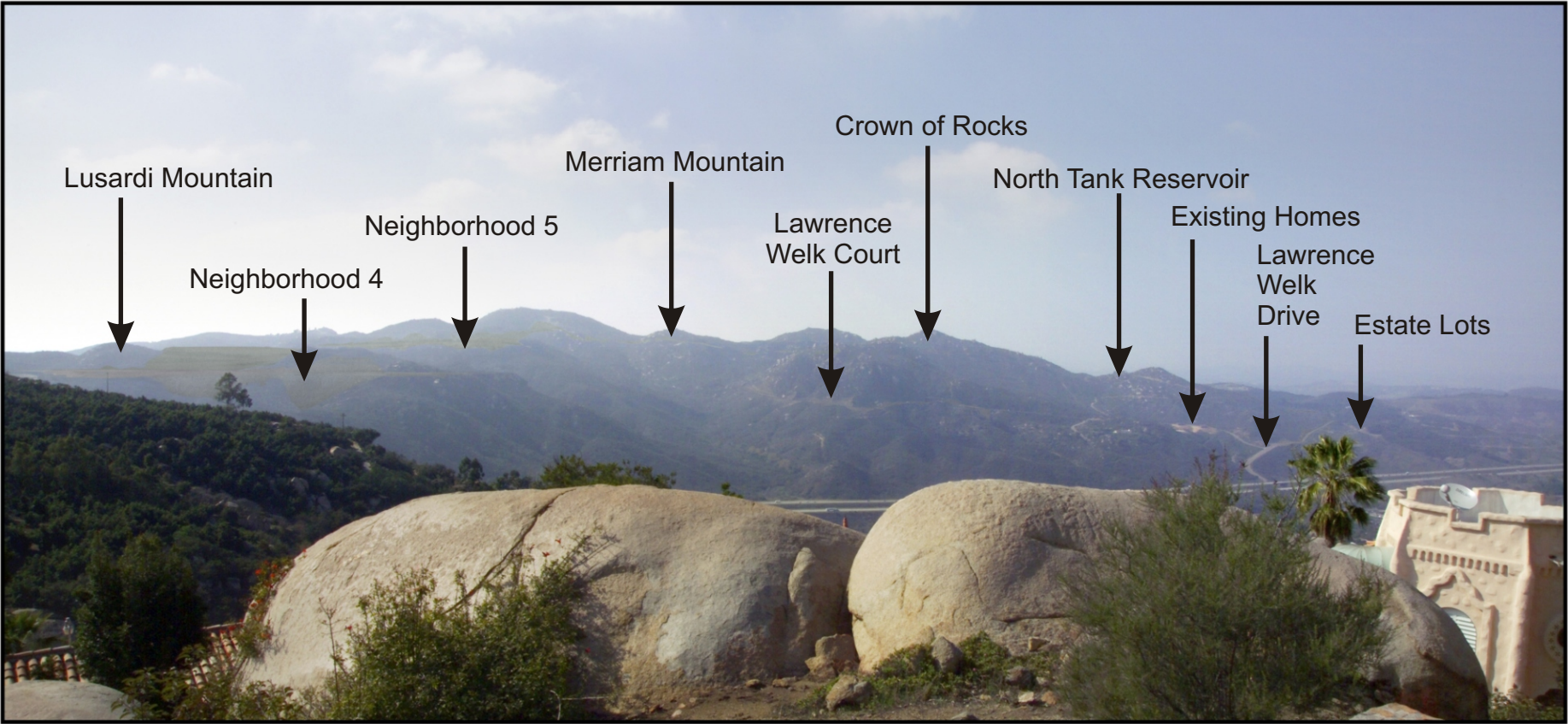
Proposed Condition

SOURCE: FOCUS 360

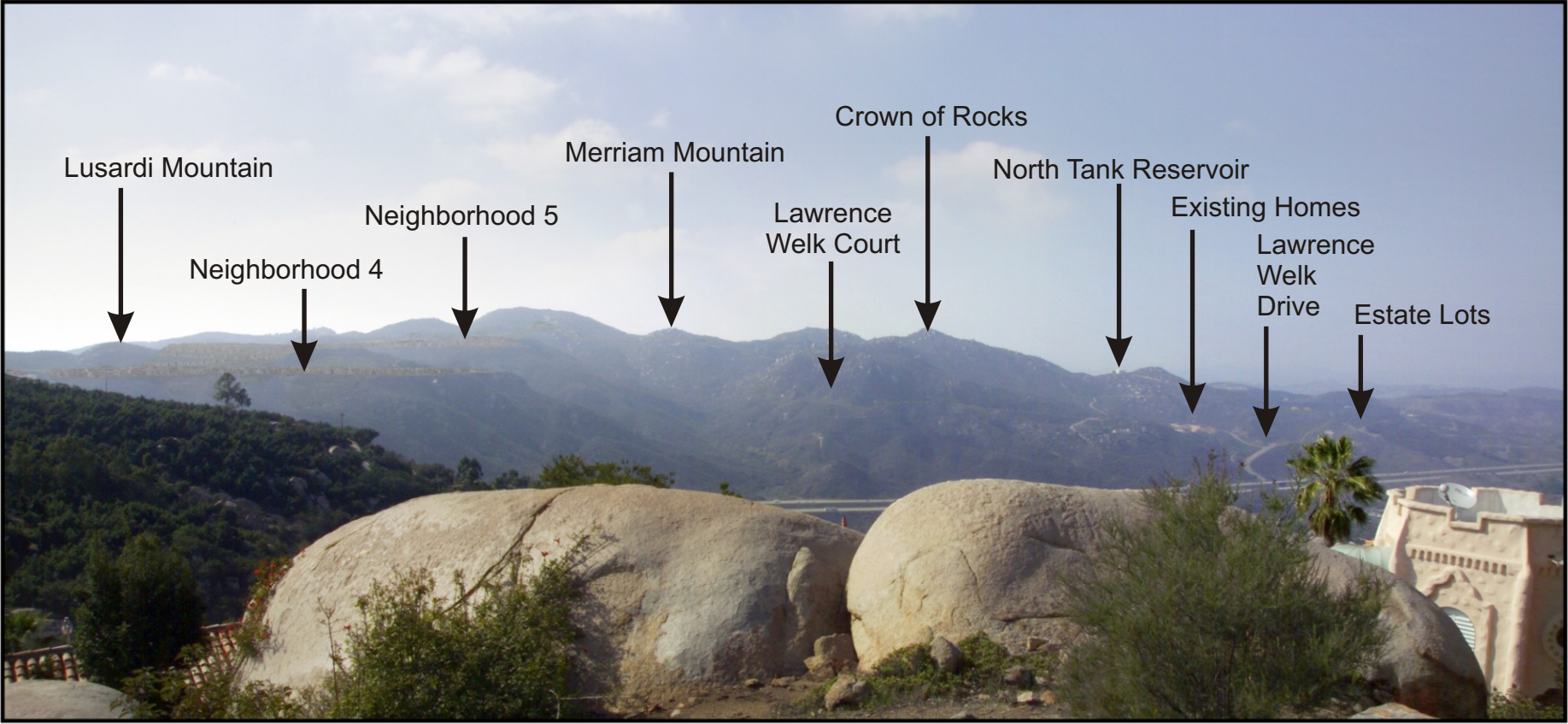
Visual Simulation G		FIGURE 3.1-20
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading



View H

Proposed Condition

SOURCE: FOCUS 360

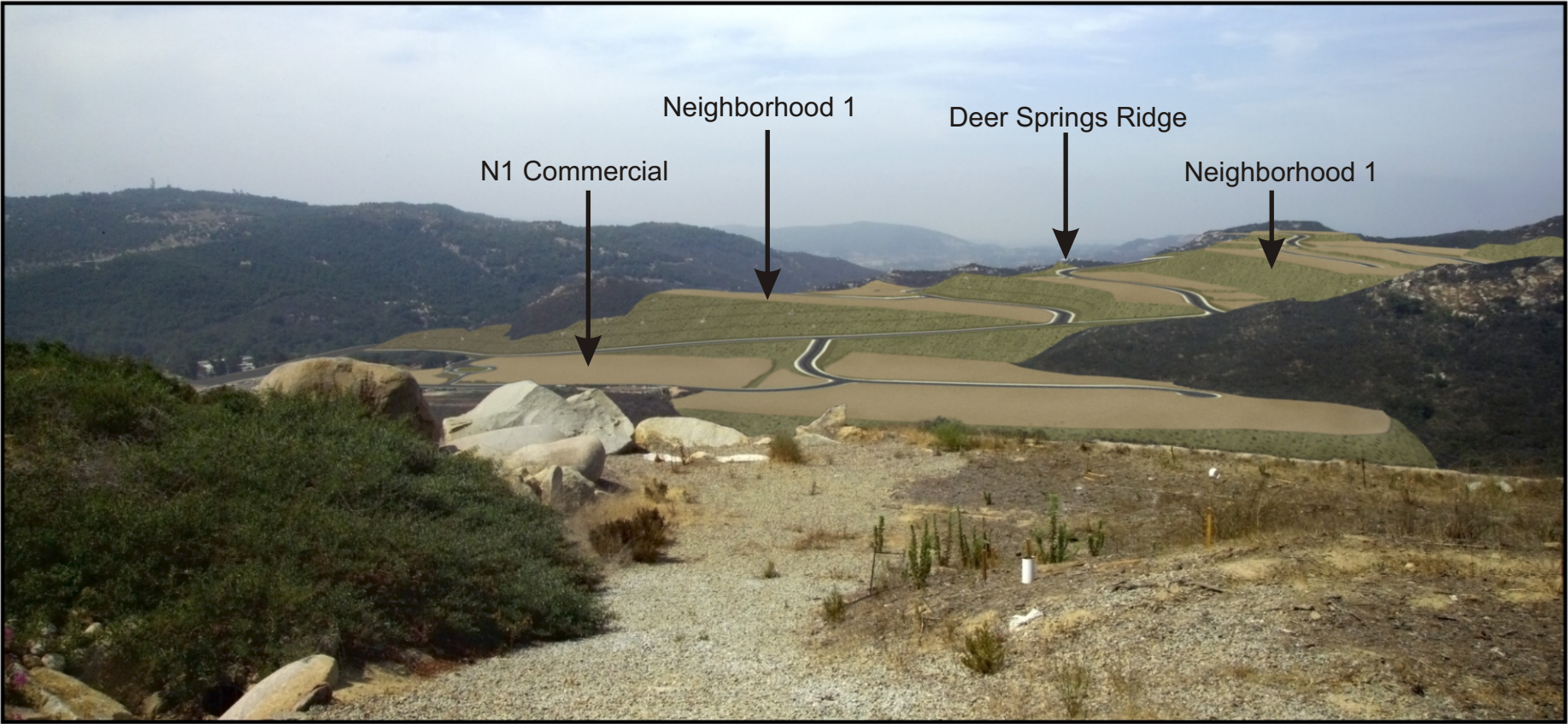
Visual Simulation H

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

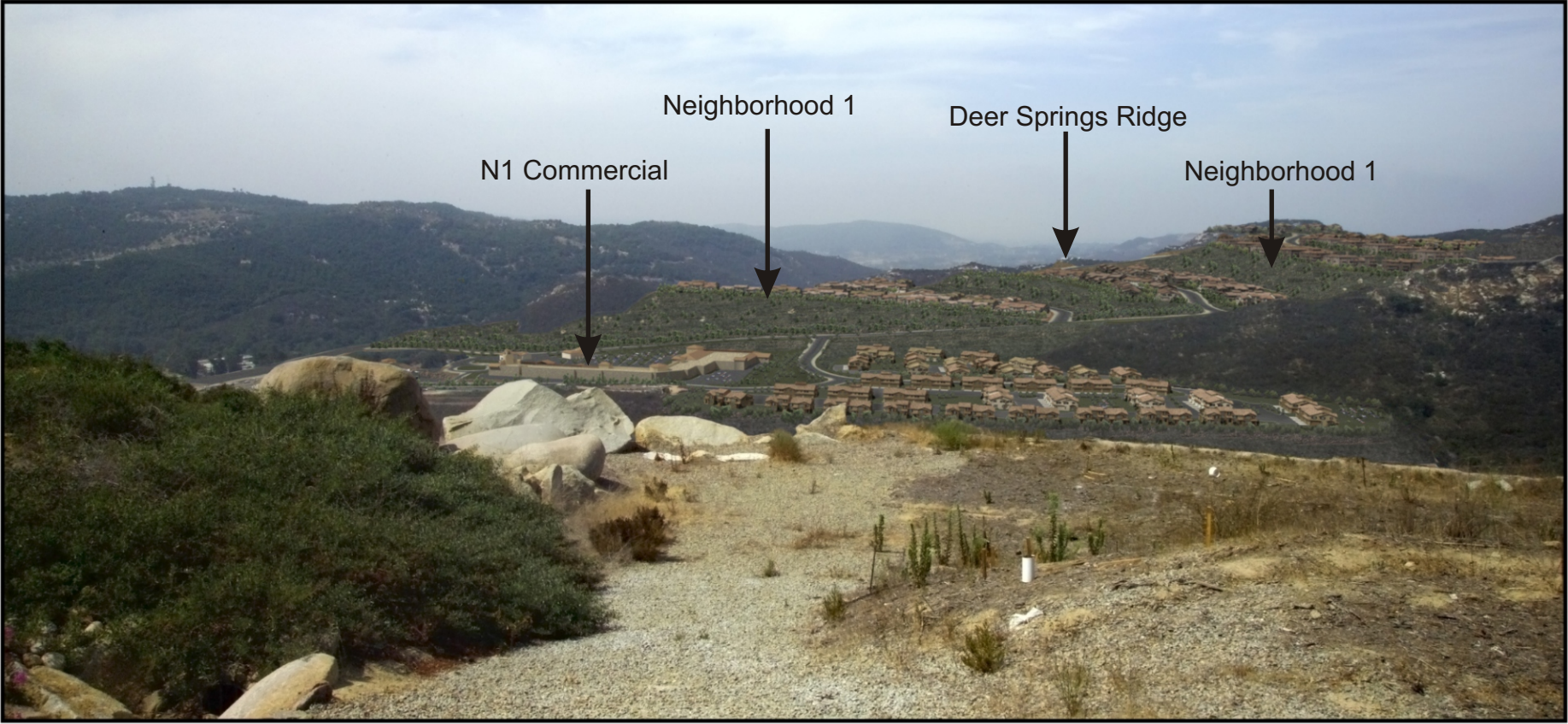
FIGURE
3.1-21



Existing Condition



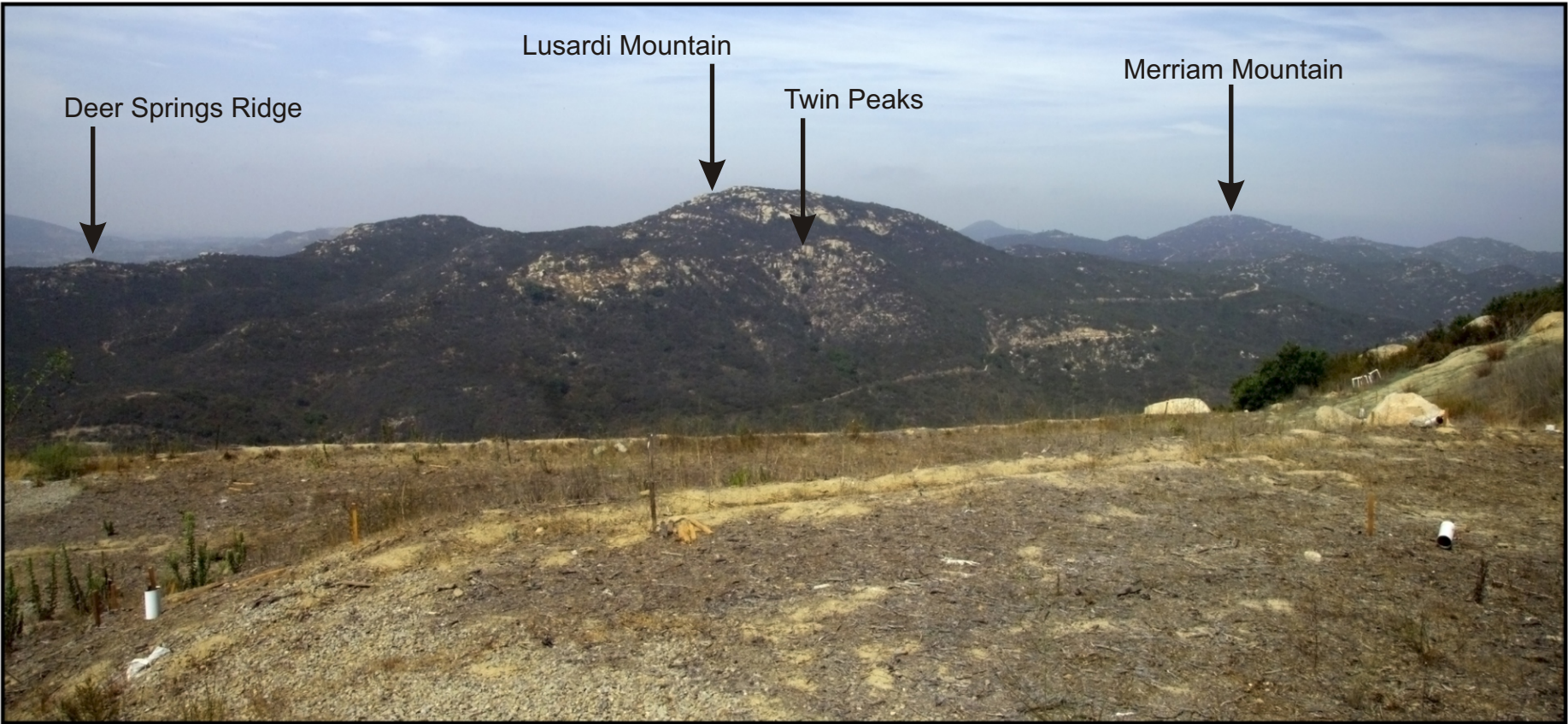
Proposed Grading



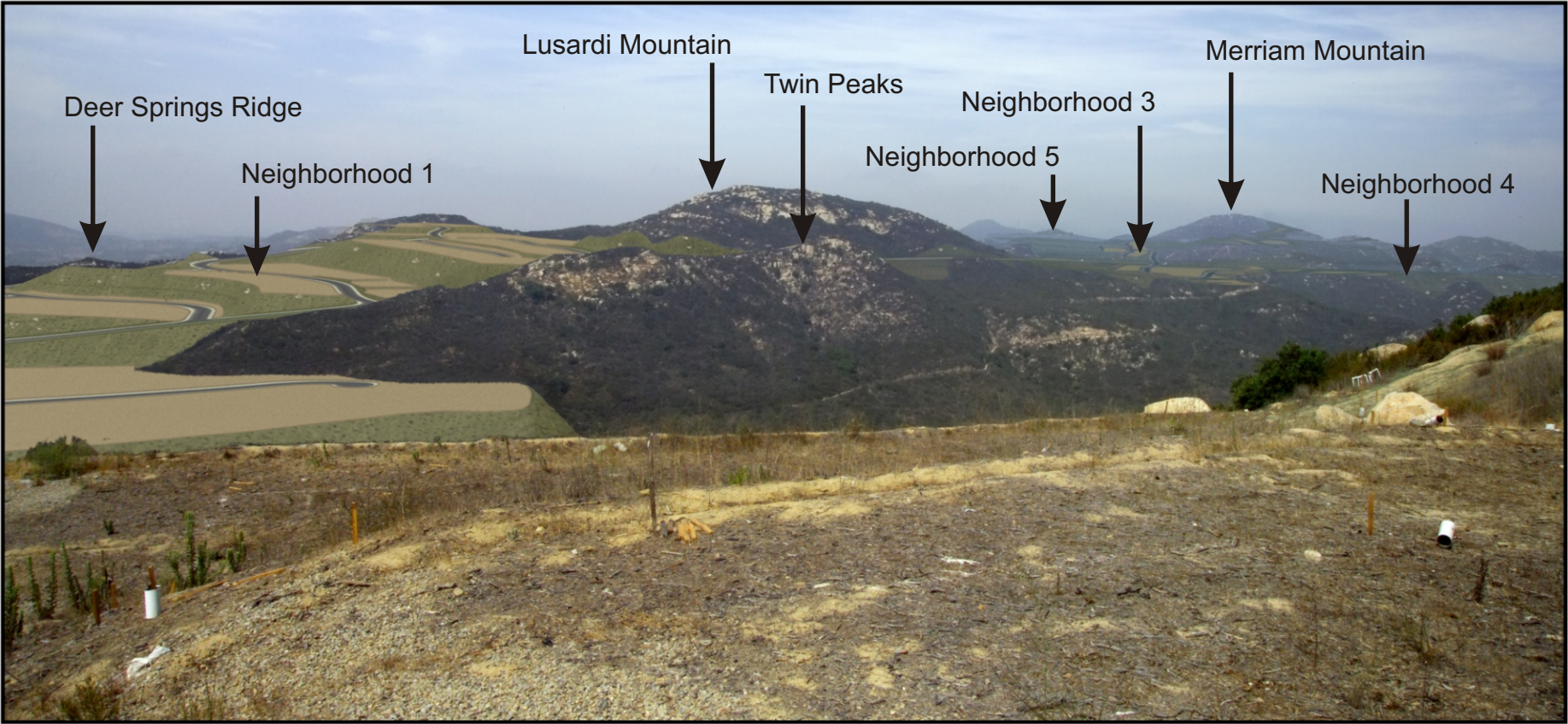
View I a

Proposed Condition

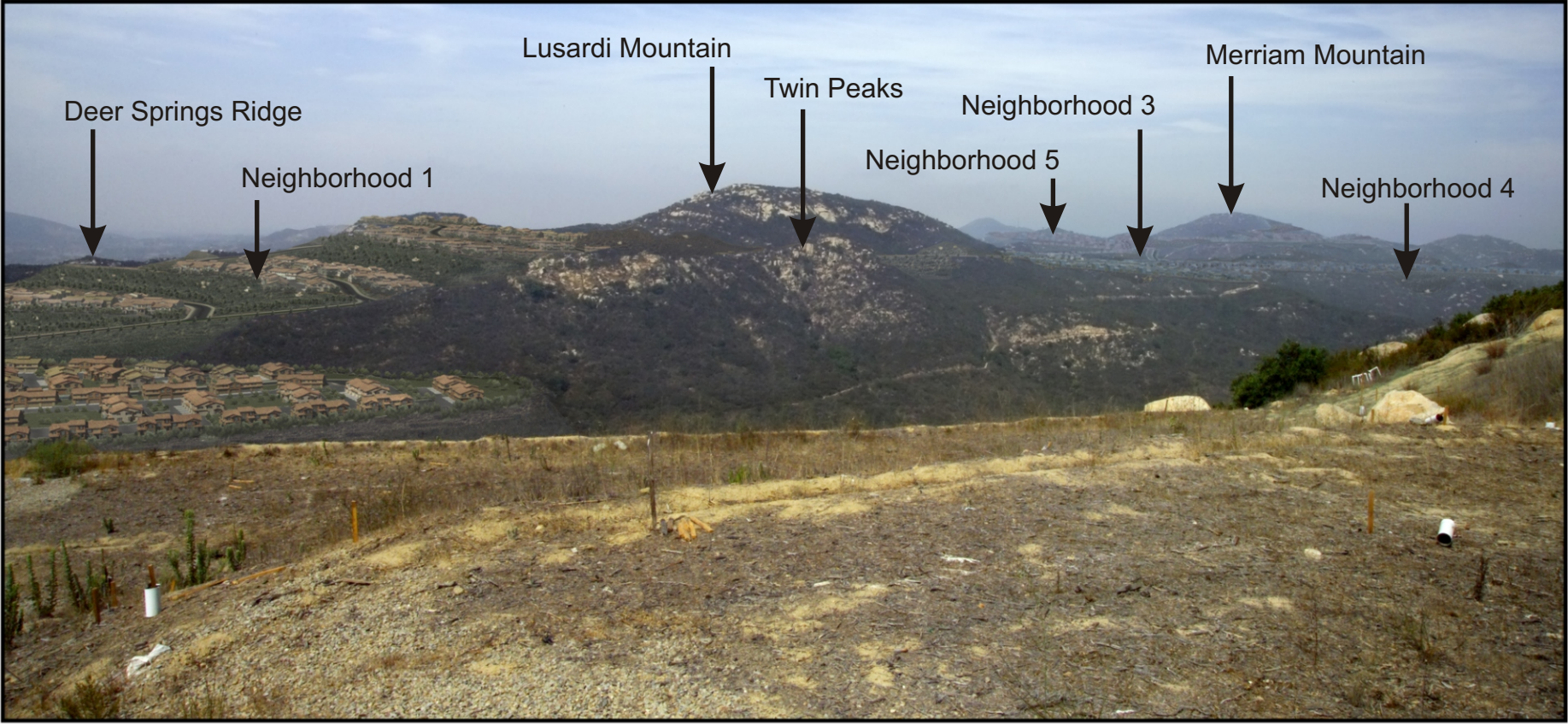
SOURCE: FOCUS 360



Existing Condition



Proposed Grading



View Ib

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation Ib

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

FIGURE
3.1-22B



Existing Condition



Proposed Grading



View J

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation J		FIGURE 3.1-23
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



View K

Proposed Condition

Visual Simulation K		FIGURE 3.1-24
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Proposed Grading



View L

Proposed Condition

SOURCE: FOCUS 360

Visual Simulation L		FIGURE 3.1-25
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Photo 1: Looking west near the proposed intersection of Merriam Mountains Parkway/Deer Springs Road



Photo 2: Looking east near the Deer Springs Road/Sarver Lane intersection

SOURCE: FOCUS 360

Existing Views along Deer Springs Road		FIGURE 3.1-26A
MERRIAM MOUNTAINS SPECIFIC PLAN EIR		



Existing Condition



Grading Condition (Pre-Landscaping)



Long Term Conditions

View M

SOURCE: FOCUS 360

Visual Simulation M

MERRIAM MOUNTAINS
SPECIFIC PLAN EIR

FIGURE
3.1-26B